
Interactive
Car Opening
Authority™

INTERACTIVE CAR OPENING AUTHORITY™

Thank you for purchasing the HPC Interactive Car Opening Authority™.

HPC is a leader in designing and manufacturing vehicle opening tools and accessories, backed by over 50 years of research. This research has lead to the identification of the 13 methods of car opening and the development of specialized tools.

The HPC Interactive Car Opening Authority is a multi-faceted user-friendly program that clearly depicts these 13 methods. We are certain that you will find it to be the most comprehensive and easy-to-use vehicle entry system on the market today.

Jerry Hoffman
President/CEO

HPC, Inc.

P.S. Please be sure to register your Interactive Car Opening Authority with HPC. This will enable you to receive notices about updates for this program.

Click here to register now.

Using the Tool Bar

1) Getting Started

Choose the Make of the vehicle you are looking for under the Make/Model Index in Bookmarks or click on the Binoculars icon, type in the Model, and click Find.

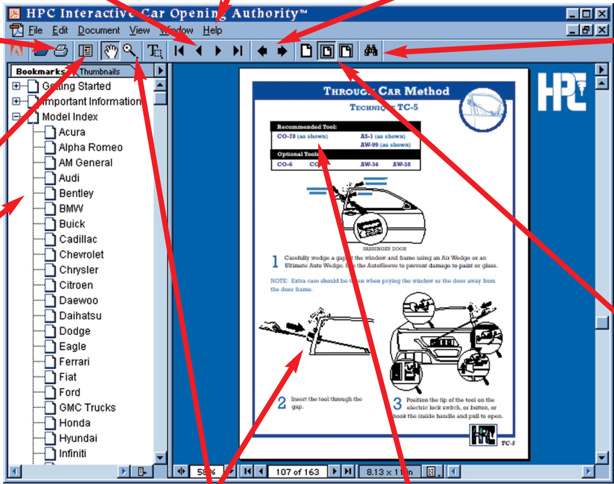
Clicking on these arrows brings you to the first page, previous page, next page or last page in this document.

For more detailed help on Adobe Reader click Help and choose Reader Guide.

Clicking these arrows brings you to your previous, or next view.

Click this icon to print.

The Binoculars are a quick way to find vehicles. Type in the model you are looking for and click Find.



Click this icon to hide or show Bookmarks.

Bookmarks show a detailed index and will help you navigate your way through this program.

These icons adjust the size of the page you are viewing.

Use the Magnifying Glass or click on the picture to enlarge.

Click on the Tool Number to get more information. Click the Previous View Arrow to get back.

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Using the Model Index

2) The Model Index

Use the Model Index to find the make and model of the vehicle you need to open. Follow straight across that row to the appropriate year. Click on one of the appropriate Opening Method Codes to get to the corresponding opening instructions.

Make

Models

Notes and Precautions about this specific vehicle

The 15 most recent years

Click on the appropriate Opening Method Code. Click the Previous View Arrow to get back.

ACURA	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99
CL 2 Door													TC-5		
Integra 2 Door		LP-2						UO-1 (CO-61)			TC-2, HR-10 UO-1 (CO-59)				
	For LP-2 method, pawl is on left side of lock. Linkages are shielded in later model cars. 95+ UO-1: As far forward as possible in driver's door.														
Integra 4 Door		LP-2						UO-1 (CO-61)			HR-2, TC-2				
	Use HR-2 method on back door.														
Legend		HR-1, HR-7, LP-2						BC-2							
NSX						HR-1, LS-1, UB-1, VR-6									
RL													TC-5, LS-1, HR-10		
	Use HR-10 method on back door. 1999+ SIDE IMPACT AIRBAGS														
SLX												UB-1, VR-6			
TL 4 Door													TC-5, HR-10		VR-5 LS-1
	Use HR-10 method on front door.														
Vigor						UB-1									

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Using The Opening Method Pages

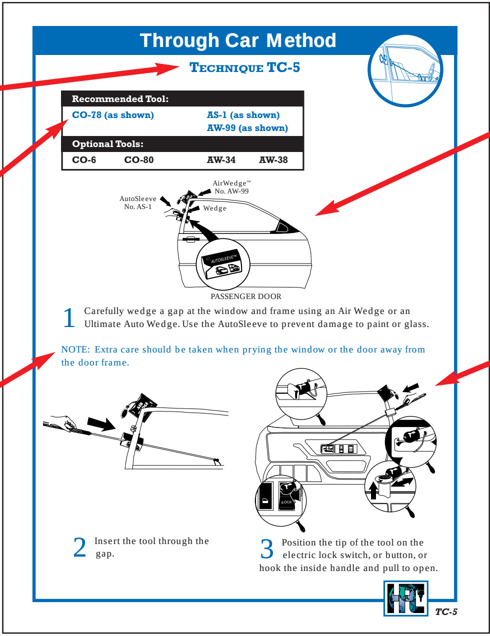
3) The Opening Method Page

These pages give you fully illustrated instructions on opening your selected vehicle.

Technique Number

Click on the Tool Number to get more information. Click the Previous View Arrow to get back.

Be sure to read any specific notes and precautions about your selected Opening Technique.



Through Car Method

Technique TC-5

Recommended Tool:	
CO-78 (as shown)	AS-1 (as shown) AW-99 (as shown)
Optional Tools:	
CO-6 CO-80	AW-34 AW-38

1 Carefully wedge a gap at the window and frame using an Air Wedge or an Ultimate Auto Wedge. Use the AutoSleeve to prevent damage to paint or glass.

NOTE: Extra care should be taken when prying the window or the door away from the door frame.

2 Insert the tool through the gap.

3 Position the tip of the tool on the electric lock switch, or button, or hook the inside handle and pull to open.

TC-5

Detailed Diagrams and instructions guide you through your opening step by step.

Use the Magnifying Glass or click on the picture to enlarge.

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Important Information

- In locating any car door linkage, the use of a light and auto wedge are the most indispensable of the locksmith's tools. We strongly recommend the use of both in attempting to open cars, vans, SUVs, and trucks.
- Care must always be taken not to attempt to spread the door too far, especially in very hot or very cold weather. To do so could result in glass breakage or damage to components in the door. Use a high quality plastic wedge designed specifically for car openings.
- Body styles of vehicles may change midway through a particular year. This may or may not have an effect on the opening procedure. For example, if the instructions indicate that the horizontal linkage should be moved forward and the car will not unlock, slide the linkage to the rear of the car to try to unlock the door.
- Persons using this program to open locked cars must comply with all instructions, notices, and warnings in the manual, regardless of the type of tool used to open the vehicle.
- Unless noted otherwise, all openings are described and illustrated for the passenger's side of the vehicle.
- Illustrations of car doors in the Opening Methods Section are examples of particular body styles. For instance, a 1989 Beretta and a 1988 Chevy Corsica are both General Motors "L" bodies. Do not be concerned if examples shown do not match the one selected in the Model Index. Often the Model Index will direct you to a page showing a car which opens the same way as the car you are trying to open.
- In the diagrams shown in this book, car opening tools appear slightly thicker than they actually are. This has been done for visual clarity.
- HPC, Inc. is not liable for any damage, accidental or otherwise, to automobiles, or for bodily injury to locksmiths, including his or her customers and associates, resulting from proper or improper use of tools, accessories, or opening procedures given in this book.
- The use of eye shields and standard safety procedures is highly recommended. Whenever possible, opening should only be attempted on the side of the car which is not facing oncoming traffic.
- HPC, Inc. is not responsible for modifications made in automotive internal locking mechanisms by auto manufacturers, or subsequent alterations in the tools and accessories manufactured by HPC, Inc. HPC, Inc. reserves the right to alter the contents of its publications, instructions, products, and procedures at any time without prior notice.
- All material contained in the HPC Interactive Car Opening Authority is copyrighted and no portion may be reproduced, whole or in part, without written permission from HPC, Inc., 3999 N. 25th Avenue, Schiller Park, Illinois.

Important Information

Automated Locking Systems

Most BMW automobiles are equipped with a deadlocking key system and are extremely difficult to open with car opening tools. To activate the deadlocking system the driver must use a key, so there usually aren't many lockouts on these types of cars, unless the keys are lost or stolen. There is a way to tell if the system is in a deadlocked position. Simply look at the driver's door lock. If the keyway is in a horizontal position, the vehicle is deadlocked.

It is advised that you warn the customer that the use of car opening tools can damage the internal deadlocking mechanism. Proceed at your own risk.

Some Mercedes vehicles are equipped with vacuum type activated door locks. It is possible to unlock these vehicles with car opening tools, but care should be taken not to damage the boot around the solenoid. The tool must also be held in the unlock position while operating the door handle, or the car will re-lock itself.

Some Lexus and Toyota models are equipped with an automatic relocking feature. You must lift the handle 1/4 of a second after manipulating the lock to open the door. If you are unsuccessful, wait for the alarm to reset (usually 2-1/2 to 4 minutes), and then try again.

Spare Code Locations

Ford and Lincoln Mercury vehicles with keyless entry systems have a master code printed on a sticker located on the right trunk hinge arm. Model years 1980 to 1992 have this sticker, and the number will be usable to change the working code or open the vehicle when the customer loses or forges their code. This is the master code.

On models 1992 and up, the sticker will be located on the keyless entry module under the glove box on the passenger side. It is also printed on a plastic card given to the customer upon purchase of the vehicle.

See your local dealer for instructions to change keyless entry codes.

Rental truck companies also have spare code locations on their fleet vehicles. This code may be stamped, stenciled, or painted in a number of locations. This is a key code. Check for stickers behind the rear view mirror or stamped numbers inside the cab behind the driver near the shoulder belt harness. Even check under the hood, look for stenciled letters and numbers. Also, you should call the leasing agent to see if they have the code on file. This will save a lot of time.

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Important Information

Honda key codes are usually found on every Honda lock. One key works all of the locks on a Honda.

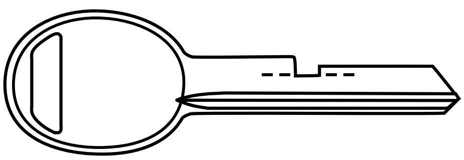
Nissan/Datsun key codes were written on a piece of paper attached to the inside of the glove box cover until about 1989. These codes usually did not have the letter prefixes, just numbers. If the key code is on any of the locks it will be on the passenger's door lock. It is not likely to be on any of the others.

Volkswagen key codes are stamped into the door lock handle, not the lock itself. It may be found in any of several locations on the handle. The key code is also stamped onto the side of the ignition lock cylinder.

Sight Reading

Most secondary keys operate door and trunk locks. If the keys are locked in the vehicle, the door key may be visible. When viewing the key, it is usually necessary to use a scope or some type of binocular. The technique of sight reading is not at all complicated, a good understanding of how depths of cuts appear on a key is important. This should also be practiced.

Example: GM Secondary Key

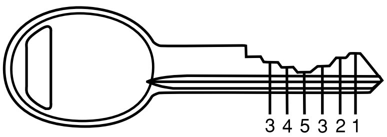


A # 1 depth is a slight brush on the key only taking a few thousands of an inch off.
A # 2 depth is equal to the stamping notch that is located next to the shoulder on a GM Key.
A # 3 depth would be a little deeper cut than the notch of a # 2 cut.
A # 4 depth would be slightly deeper than the cut of #3 and you could use a #2 cut to judge if you have a # 3 or a # 4 cut.
A #5 depth is the deepest cut there is on a GM Key and is cut almost even with the top milling of the key.

This same procedure can be used on Ford, Chrysler, and some foreign autos.

Sight reading keys is just another option available to locksmiths that may not have the correct tool to manipulate the door linkage.

Picture of GM secondary key cuts 345321.



Evolution of Domestic Vehicle Locks

Since 1936, when General Motors first introduced sidebar locks, there have been many changes made to domestic auto locks. Persons just entering locksmithing need to know what those changes were and when they were made. This information can help save valuable time when servicing locks on U.S. vehicles.

1936 General Motors began using sidebar locks. There was only one key, 6 cuts, 4 depths.

1959 Chrysler began using sidebar on trunk locks.

1966 Chrysler discontinued sidebar trunk locks, began using pin tumbler trunk locks the same size as door locks.

1967 GM added 5th depth to their codes and introduced new key blanks, Pl098A and S1098B.

1968 GM introduced P1098C and S1098D key blanks.

1969 GM began using steering column mounted ignition locks. Key blanks P1098E and S1098H introduced.

1970 American Motors, Chrysler, and Ford began using column mounted ignition locks.

1972 Chrysler began using GM's Saginaw tilt steering columns with sidebar ignition locks.

1973 Chrysler began using trunk locks retained by large nuts.

1974 GM began keying locks so primary key fit ignition lock and secondary key fit all other locks on the vehicles.

1977 Ford discontinued putting code numbers on door locks.

1978 GM discontinued putting code numbers on glove box locks.

1979 GM changed ignition locks from spring tab-retained to screw-retained.

1979 Ford began using fixed pawls on door locks.

1980 GM began using fixed pawls on door locks.

1981 Ford began keying locks so primary key fit ignition lock and secondary key fit all other locks on the vehicle. Ford also discontinued putting code numbers on glove box locks.

1983 American Motors began making Alliance using X116 ignition key and X92 door key, both previously known only as foreign auto keys.

1985 Ford began using sidebar ignition locks and wafer tumbler door locks on some models. Primary keys operated ignition and doors. Keys had 10 cuts, locks had 6 tumblers. Trunk and glove box locks were unchanged, operated by secondary key.

1986 GM introduced VATS on the 1986 Corvette.

1989 Chrysler introduced double-sided wafer tumbler locks.

1991 GM Chevrolet Cavalier began using ignition lock imported from Japan, using P1099 key blank – first time GM had not used a B&S lock.

1992 GM began using Japanese lock on Buick Skylark, Olds Achieva, and Pontiac Grand Am in addition to Chevrolet Cavalier.

1993 Chrysler changed design of double-sided key blank. New key blank was P1793.

1994 GM introduced new modular ignition lock using double-sided wafers manufactured by B&S.

1995 GM began manufacturing many of their models with a deflector shield to restrict the popular Under & Over Method of car opening.

1996 Ford introduced new 8-cut double-sided cylinders using locks manufactured by Strattec (formerly B&S) as well as transponders (PATS) on Mustangs.

1997 Chrysler introduced 8-cut system from Strattec. GM introduced transponders on some Buick and Cadillac models.

1998 Chrysler introduced transponders.

Roadside Assistance

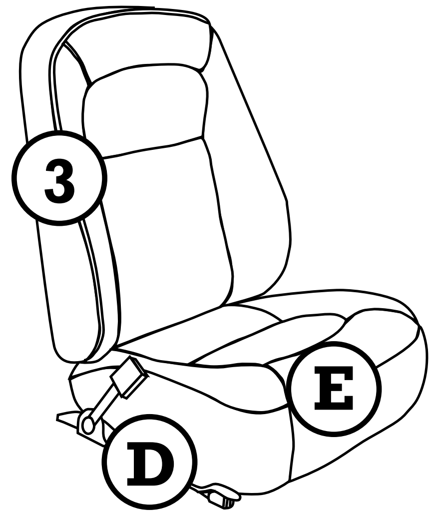
AAA (Nationwide)	800-222-4357
AARP Monitoring	800-334-3300
AC Delco	800-223-3526
Allstate Motor Club	800-347-8880
Amoco Motor Club	800-782-7887
Auto Help Line	800-221-8062
BP Motor Club	800-222-0585
Chevron Travel	800-222-0585
Cross Country	800-541-2262 800-541-2261
Emergency Road Service	800-999-1218
Enterprise Rental	800-745-1969
Ford Motorcraft	800-521-5181
GMC Smart Lease	800-327-6278
Hertz Rent-A-Car	800-654-5060
L/M Red Carpet	800-421-0494
Mobile Auto Club	800-621-5581
Montgomery Ward	800-621-5151
National Breakdown	800-544-1911
Shell Motor Club	800-852-0555

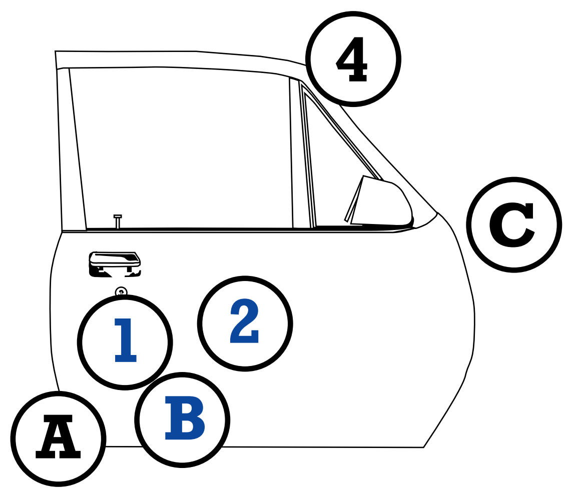
Acura	800-862-2872
Audi	800-367-2834
BMW	800-332-4269
Buick	800-252-1112
Cadillac	800-882-1112
Chevrolet	800-243-8872
Chevy Truck	800-962-2868
Chrysler	800-521-2779
Corvette	800-222-1020
Dodge	800-521-2779
Ford	800-392-3673
Geo	800-243-8872
GMC Truck	800-223-7799
GM of Canada	800-263-3777
Honda	800-554-9876
Hyundai	800-243-7766
Infiniti	800-835-0221
Isuzu	800-444-0303
Jaguar	800-452-4827
Jeep/Eagle	800-521-2779
Kia	800-333-4542
Lexus	800-255-3987
Lincoln	800-521-4140
Mazda	800-955-4929
Mercedes-Benz	800-646-1006
Mitsubishi	800-800-6868
Nissan	800-225-2476
Oldsmobile	800-535-6537
Plymouth	800-762-3743
Pontiac	800-762-3743
Pontiac Locksmith Line	800-762-3007
Porsche	800-272-7677
Saab	800-852-9001
Saturn	800-553-6000
Subaru	800-544-0044
Suzuki	800-447-4700
Toyota	800-331-4331
Volkswagen	800-423-3964
Volvo	800-458-1552

Side Impact Airbags

The newest concern in car opening is the addition of side impact airbags. Caution should be taken in opening any vehicle with side impact air bags, and we highly reccommend that you do not put any car opening tools in the door cavity of the blue highlighted vehicles in this list. You will find alternative opening methods to these vehicles within this book.

Make Model	Model Year	Sensor Location	Airbag Location
Acura			
RL	1999-00	B	3
CL / TL	2000	B	3
Audi			
A3 / A4	1998-00	D	3
A6 / A8 / S6	1997-00	D	3
S4 / TT	2000	D	3
BMW			
3 Series	1998-00	E	1
5 Series	1996-00	E	1
7 Series	1997-00	E	1
M/X5	2000	E	1
M3	1998-99	E	1
Z3 / Z8	1999-00	E	1
Buick			
Century (optional)	2000	A	3
LeSabre	2000	A	3
Park Avenue	2000	A	3
Regal (optional)	2000	A	3
Cadillac			
Catera	2000	B	1
Deville	1997-00	B	1
Seville STS/SLS	1998-00	A	1
Chevrolet			
Impala (optional)	2000	A	3
Priz (optional)	1998-00	A	3
Chevy Trucks			
Suburban/Tahoe/Venture	2000	A	3
Ford			
Expedition (optional)	2000	A	3
Explorer (optional)	1999-00	A	3
Focus (optional)	2000	A	3
Taurus (optional)	2000	A	3
Windstar (optional)	1999-00	A	3





Sensor Location:

- A Inside lower pillar
- B Inside door, behind trim panel, lower center.
- C Under dashboard or center console
- D Along lower seat frame
- E Mounted to floor under front seat

Airbag Location:

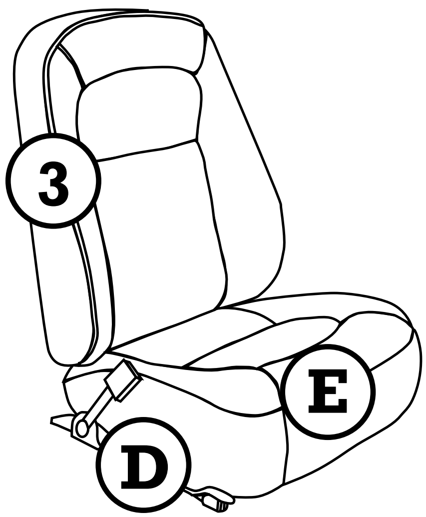
- 1 Inside door cavity, rear center
- 2 inside door cavity, center
- 3 Inside seatback upholstery
- 4 Inside pillar and/or roof trim

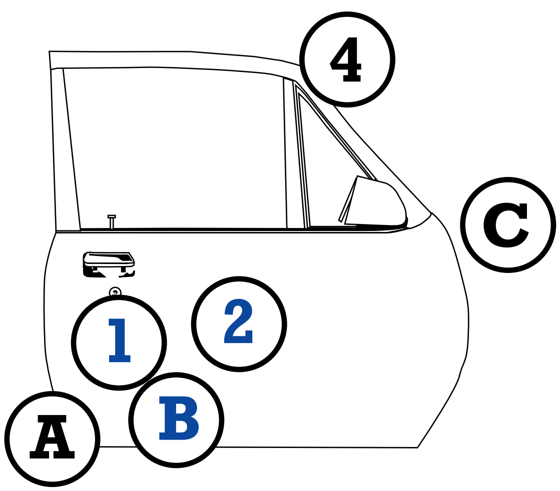
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Airbag Location:

- 1 Inside door cavity, rear center
- 2 inside door cavity, center
- 3 Inside seatback upholstery
- 4 Inside pillar and/or roof trim

Make Model	Model Year	Sensor Location	Airbag Location
GMC Trucks			
Suburban/YukonXL/Yukon	2000	A	3
Honda			
Accord 2/4 doors (optional)	2000	-	-
Hyundai			
Sonata	1999-00	A	3
Infiniti			
G20 / QX4	1999-00	C	3
I30 / Q45	1998-00	C	3
Jaguar			
S-Type	2000	A	3
XJ8	1998-00	A	3
Land Rover			
Range Rover	1999-00	A	3
Lexus			
ES300	1998-00	A	3
GS300 / GS400	1998-00	A	3
LS400	1997-00	A	3
RX300	1999-00	A	3
Lincoln			
Continental	1999-00	A	3
Town Car	1999-00	A	3
LS	2000	A	3
Mazda			
626 (optional)	2000	A	3
MPV (optional)	2000	A	3
Protégé (optional)	2000	A	3
Mercedes-Benz			
C-Class	1996-00	E	2
CL-Class	1998-00	E	2
CLK	1998-00	E	2
E-Class	1998-00	E	2
ML320	1998-00	E	2
ML430	1999-00	E	2
ML55	1999	E	2
S-Class	1998-00	E	2
SL-Class	1998-00	E	2
SLK	1998-00	E	2

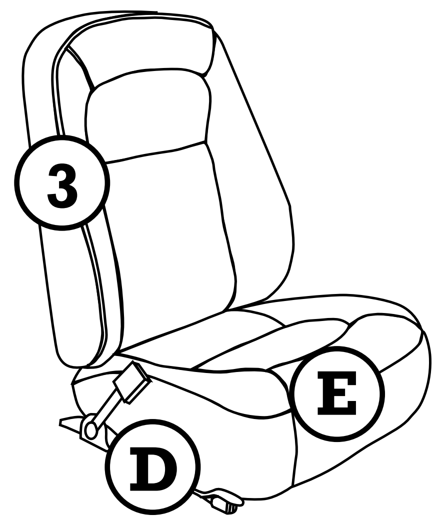
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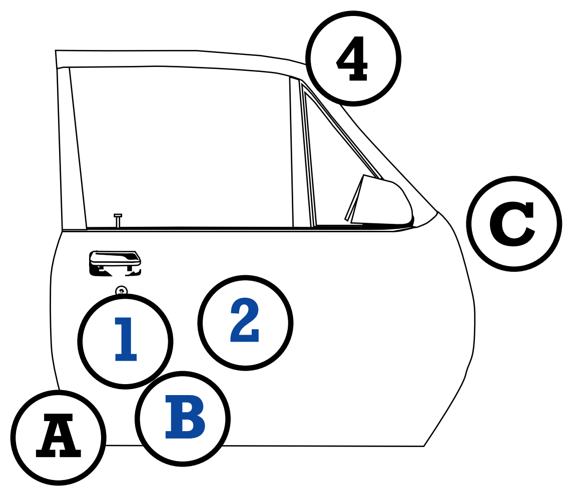
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Side Impact Airbags

Make / Model	Model Year	Sensor Location	Airbag Location
Mercury			
Cougar	1999-00	A	3
Mountaineer	1999-00	A	3
Sable (optional)	2000	A	3
Mitsubishi			
Galant	1999-00	A	3
Eclipse (optional)	2000	A	3
Nissan			
Altima (optional)	2000	B	3
Maxima	1998-00	B	3
Pathfinder (optional)	2000	B	3
Sentra (optional)	2000	B	3
Oldsmobile			
Aurora	2000	A	3
Silhouette	1998-00	A	3
Pontiac			
Bonneville	2000	A	3
Transport	1998-00	A	3
Porsche			
911	1998-00	E	1
Boxster	1998-00	E	1
Saab			
9-3 / 9-5	1999-00	B	3
Toyota			
Avalon	1998-00	A	3
Camry	1998-00	A	3
Celica (optional)	2000	A	3
Corolla 4 DR. (optional)	1998-00	A	3
Solara	1999-00	A	3
Volkswagen			
Beetle	1998-00	D	3
Cabrio (optional)	1998-00	D	3
Golf	1998-00	D	3
Jetta	1998-00	D	3
Passat	1998-00	D	3
Volvo			
C70	1998-00	D	3
S40	2000	D	3
S70	1998-00	D	3
S80	1999-00	D	3
V40	2000	D	3
V70-AWD	1998-00	D	3

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- 3 Inside seatback upholstery
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Factory Installed Ignition Anti-Theft Systems

More and more automobile manufactures are installing ignition anti-theft systems to help reduce the chance of theft.

VATS and PASS-key II: Usually found in General Motors vehicles, both of these systems use a resistor pellet embedded in the blank. The correct key must include the right resistor (up to 15 different possibilities) as well as the correct cuts on the key. If the wrong key is used the system will shut-down for about 2 - 4 minutes. During this time the car's starter and fuel system will not work.

"Transponder Type" systems including PATS, PASS-key III, and Sentry Key systems: These systems use a special key with a transponder chip inside the head of the key. When the key is inserted in the ignition and turned to the "ON" position the ignition sends a signal to the key and the key responds with it's own signal. If the key's signal is correct the car will be allowed to start. If an incorrect signal is received the car will not be allowed to start. There isn't a delay timer due to the large amount of possible code signals.

PASSLOCK or MRD: Usually found on General Motors vehicles, these systems do not use special key blanks. The ignition has a Hall Effect Sensor and magnet that can tell if a key is being used to start the car or if it's being forced. this type of system does not interupt the starter, it turns off the fuel system.

V	VATS and PASS-key II	M	PASSLOCK or MRD
T	Transponder Type	*	Optional

IGNITION ANTI-THEFT SYSTEMS

<table>
<tr><th>ACURA</th><th>86</th><th>87</th><th>88</th><th>89</th><th>90</th><th>91</th><th>92</th><th>93</th><th>94</th><th>95</th><th>96</th><th>97</th><th>98</th><th>99</th><th>00</th></tr>
<tr><td>CL</td><td colspan="11"></td><td>*</td><td colspan="3">T</td></tr>
<tr><td>Integra</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>T</td></tr>
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<tr><td>TL</td><td colspan="11"></td><td>*</td><td colspan="3">T</td></tr>
<tr><th>BMW</th><th>86</th><th>87</th><th>88</th><th>89</th><th>90</th><th>91</th><th>92</th><th>93</th><th>94</th><th>95</th><th>96</th><th>97</th><th>98</th><th>99</th><th>00</th></tr>
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<tr><td>7-Series</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="6">T</td></tr>
<tr><td>M</td><td colspan="14"></td><td>T</td></tr>
<tr><td>M3</td><td colspan="2"></td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="5">T</td><td></td></tr>
<tr><td>X5</td><td colspan="14"></td><td>T</td></tr>
<tr><td>Z3/Z8</td><td colspan="10"></td><td colspan="5">T</td></tr>
<tr><th>BUICK</th><th>86</th><th>87</th><th>88</th><th>89</th><th>90</th><th>91</th><th>92</th><th>93</th><th>94</th><th>95</th><th>96</th><th>97</th><th>98</th><th>99</th><th>00</th></tr>
<tr><td>Century</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="4">V</td></tr>
<tr><td>LeSabre</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="8">V</td><td>T</td></tr>
<tr><td>Park Avenue</td><td colspan="5"></td><td colspan="6">V</td><td colspan="4">T</td></tr>
<tr><td>Regal</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="7">V</td></tr>
<tr><td>Riviera</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="4">V</td><td></td><td colspan="5">V</td><td></td></tr>
<tr><th>CADILLAC</th><th>86</th><th>87</th><th>88</th><th>89</th><th>90</th><th>91</th><th>92</th><th>93</th><th>94</th><th>95</th><th>96</th><th>97</th><th>98</th><th>99</th><th>00</th></tr>
<tr><td>Catera</td><td colspan="11"></td><td colspan="4">T</td></tr>
</table>

V VATS and PASS-key II
T Transponder Type
M Passlock or MRD
* Optional

IGNITION ANTI-THEFT SYSTEMS

<table>
<tr><th>CADILLAC</th><th>86</th><th>87</th><th>88</th><th>89</th><th>90</th><th>91</th><th>92</th><th>93</th><th>94</th><th>95</th><th>96</th><th>97</th><th>98</th><th>99</th><th>00</th></tr>
<tr><td>Deville</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="11">V</td></tr>
<tr><td>Eldorado</td><td>*</td><td>*</td><td colspan="13">V</td></tr>
<tr><td>Escalade</td><td colspan="13"></td><td colspan="2">MRD</td></tr>
<tr><td>Seville STS/SLS</td><td>*</td><td>*</td><td colspan="10">V</td><td colspan="3">T</td></tr>
<tr><th>CHEVROLET</th><th>86</th><th>87</th><th>88</th><th>89</th><th>90</th><th>91</th><th>92</th><th>93</th><th>94</th><th>95</th><th>96</th><th>97</th><th>98</th><th>99</th><th>00</th></tr>
<tr><td>Camaro</td><td>*</td><td>*</td><td>*</td><td colspan="12">V</td></tr>
<tr><td>Cavalier</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="5">MRD</td></tr>
<tr><td>Corvette</td><td colspan="12">V</td><td colspan="3">V</td></tr>
<tr><td>Impala</td><td colspan="8"></td><td>*</td><td colspan="2">V</td><td colspan="3"></td><td>MRD</td></tr>
<tr><td>Lumina</td><td colspan="4"></td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="4">V</td><td>V</td><td></td></tr>
<tr><td>Malibu</td><td colspan="11"></td><td>*</td><td colspan="3">MRD</td></tr>
<tr><td>Monte Carlo</td><td>*</td><td>*</td><td>*</td><td colspan="6"></td><td colspan="6">V</td></tr>
<tr><th>CHEVY TRUCKS</th><th>86</th><th>87</th><th>88</th><th>89</th><th>90</th><th>91</th><th>92</th><th>93</th><th>94</th><th>95</th><th>96</th><th>97</th><th>98</th><th>99</th><th>00</th></tr>
<tr><td>Astro Van</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="3">MRD</td></tr>
<tr><td>Blazer</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="3">MRD</td></tr>
<tr><td>Chevy Van/Express</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="3">MRD</td></tr>
<tr><td>C/K-Series Pickups</td><td colspan="2"></td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="3">MRD</td></tr>
<tr><td>Silverado</td><td colspan="13"></td><td colspan="2">MRD</td></tr>
<tr><td>S-Series Pickups</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="3">MRD</td></tr>
<tr><td>Suburban</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td>*</td><td colspan="3">MRD</td></tr>
</table>

V VATS and PASS – key II
T Transponder Type
M PASSLOCK or MRD
* Optional

IGNITION ANTI-THEFT SYSTEMS

CHEVY TRUCKS	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Tahoe										*	*	*	MRD		
Venture												*	*	T	
CHRYSLER	**86**	**87**	**88**	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**	**97**	**98**	**99**	**00**
300M														T	
Cirrus										*	*	*		T	
Concorde								*	*	*	*	*	T		
LHS									*	*	*	*		T	
Sebring-conv										*	*	*	T		
DODGE	**86**	**87**	**88**	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**	**97**	**98**	**99**	**00**
Intrepid								*	*	*	*	*	T		
Neon										*	*	*	*	*	T
Stratus										*	*	*	T		
FORD	**86**	**87**	**88**	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**	**97**	**98**	**99**	**00**
Contour										*	*	*	T		
Crown Victoria	*	*	*	*	*	*	*	*	*	*	*	*	T		
Excursion															T
Expedition												T			
Explorer						*	*	*	*	*	*	*	T		
Focus															T
F-Series Trucks	*	*	*	*	*	*	*	*	*	*	*	*	*	T	

V VATS and PASS-key II
T Transponder Type

M Passlock or MRD
* Optional

IGNITION ANTI-THEFT SYSTEMS

FORD	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Mustang	*	*	*	*	*	*	*	*	*	*	T				
Ranger	*	*	*	*	*	*	*	*	*	*	*	*	*	T	
Taurus	*	*	*	*	*	*	*	*	*	*	T				
Windstar										*	*	*	*	T	
GMC TRUCKS	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Jimmy/Envoy	*	*	*	*	*	*	*	*	*	*	*	*	MRD		
Safari	*	*	*	*	*	*	*	*	*	*	*	*	MRD		
Savana G1500	*	*	*	*	*	*	*	*	*	*	*	*	MRD		
Sierra	*	*	*	*	*	*	*	*	*	*	*	*	MRD		
Sonoma						*	*	*	*	*	*	*	MRD		
Suburban/Yukon XL						*	*	*	*	*	*	*	MRD		
Yukon						*	*	*	*	*	*	*	MRD		
HONDA	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Accord 2 Door	*	*	*	*	*	*	*	*	*	*	*	*	T		
Accord 4 Door	*	*	*	*	*	*	*	*	*	*	*	*	T		
Odyssey										*	*	*	T		
Prelude	*	*	*	*	*	*	*	*	*	*	*	T			
S-2000															T
INFINITI	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
I30											*	*	*	T	

V VATS and PASS – key II
M PASSLOCK or MRD
T Transponder Type
* Optional

IGNITION ANTI-THEFT SYSTEMS

INFINITI	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Q45					*	*	*	*	*	*	*	T			
QX4												*	*	T	

ISUZU	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Hombre											*	*	MRD	MRD	MRD

JAGUAR	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
XJ8													T		
XK8												*	T		
S-TYPE															T

JEEP	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Cherokee	*	*	*	*	*	*	*	*	*	*	*	*	T		
Grand Cherokee										*	*	*	T		
Wrangler		*	*	*	*	*	*	*	*	*	*	*	T		

LEXUS	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
ES300							*	*	*	*	*	*	T		
GS300								*	*	*	*	*	T		
GS400													T		
LS400					*	*	*	*	*	*	*	T			
LX470													T		
RX300														T	
SC300							*	*	*	*	*	*	T		

V VATS and PASS-key II
T Transponder Type
M Passlock or MRD
* Optional

IGNITION ANTI-THEFT SYSTEMS

LEXUS	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
SC400							*	*	*	*	*	*	T		
LINCOLN	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Continental	*	*	*	*	*	*	*	*	*	*	*	*	T		
Navigator													T		
Town Car	*	*	*	*	*	*	*	*	*	*	*	*	T		
LS														T	
MAZDA	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
626	*	*	*	*	*	*	*	*	*	*	*	*	T		
MERCEDES	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
C Class									*	*	*	T			
CL Class													T		
CLK													T		
E Class									*	*	*	T			
ML320													T		
ML430														T	
ML55															T
S Class										*	*	T			
SL Class										*	*	T			
SLK													T		
MERCURY	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Cougar	*	*	*	*	*	*	*	*	*	*	*	*		T	

V VATS and PASS – key II　　M PASSLOCK or MRD
T Transponder Type　　* Optional

IGNITION ANTI-THEFT SYSTEMS

MERCURY	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Grand Marquis	*	*	*	*	*	*	*	*	*	*	*	*	T		
Mountaineer												*	T		
Mystique										*	*	*	T		
Sable	*	*	*	*	*	*	*	*	*	*	T				
NISSAN	**86**	**87**	**88**	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**	**97**	**98**	**99**	**00**
Maxima	*	*	*	*	*	*	*	*	*	*	*	*	*	T	
OLDSMOBILE	**86**	**87**	**88**	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**	**97**	**98**	**99**	**00**
Alero														MRD	
Aurora										V					
Bravada						*	*	*	*		*	*	MRD		
Cutlass												MRD			
Eighty-Eight	*	*	*	*	*	*	V								
Intrigue													MRD		
LSS						*	V								
Regency	*	*	*	*	*	V									
Silhouette					*	*	*	*	*	*	*	*	*	T	
PLYMOUTH	**86**	**87**	**88**	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**	**97**	**98**	**99**	**00**
Breeze											*	*	*	T	
PONTIAC	**86**	**87**	**88**	**89**	**90**	**91**	**92**	**93**	**94**	**95**	**96**	**97**	**98**	**99**	**00**
Bonneville	*	*	*	*	*	*	V								

V VATS and PASS-key II
T Transponder Type
M Passlock or MRD
* Optional

IGNITION ANTI-THEFT SYSTEMS

PONTIAC	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
Firebird	*	*	*	V											
Grand AM	*	*	*	*	*	*	*	*	*	*	MRD				
Grand Prix 2 Dr	*	*	*	*	*	*	*	*	V			*	*	MRD	
Grand Prix 4 Dr					*	*	*	*	V			*	*	MRD	
Sunfire										*	MRD				
Transport					*	*	*	*	*	*	*	*	*	T	
PORSCHE	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
911	*	*	*	*	*	*	*	*	*	*	*	T			
Boxster												T			
SAAB	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
9 3														T	
9 5														T	
TOYOTA	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
4-Runner	*	*	*	*	*	*	*	*	*	*	*	*	*	T	
Avalon										*	*	*	T		
Camry	*	*	*	*	*	*	*	*	*	*	*	*	T		
Land Cruiser	*	*	*	*	*	*	*	*	*	*	*	*	T		
Sienna													T		
Solara														T	

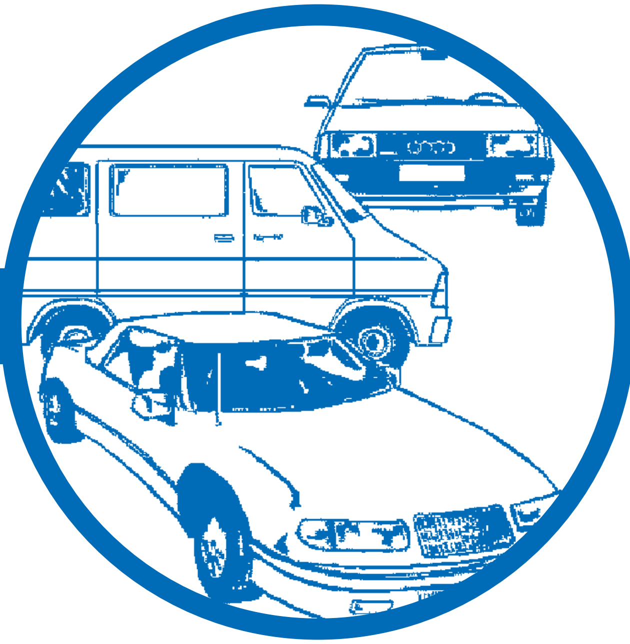
V VATS and PASS – key II
M PASSLOCK or MRD
T Transponder Type
* Optional

IGNITION ANTI-THEFT SYSTEMS

VOLVO	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
C70												*	*	T	
S40															T
S70												*	*	T	
S80														T	
V40															T
V70/AWD												*	*	T	

V VATS and PASS-key II
T Transponder Type
M Passlock or MRD
* Optional

Model Index



Model Index

MODEL INDEX

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<tr><th>ACURA</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">CL 2 Door</td><td colspan="11"></td><td colspan="4">TC-5</td></tr>
<tr><td colspan="15">2000+ SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">Integra 2 Door</td><td colspan="5">LP-2</td><td colspan="4">UO-1(CO-61)</td><td colspan="6">TC-2, HR-10, UO-1 (CO-59)</td></tr>
<tr><td colspan="15">For LP-2 style, pawl is on left side of lock. Linkages are shielded in later model cars. 1995+ UO-1: As far forward as possible in driver's door</td></tr>
<tr><td rowspan="2">Integra 4 Door</td><td colspan="6">LP-2</td><td colspan="3">UO-1(CO-61)</td><td colspan="6">HR-2.TC-2</td></tr>
<tr><td colspan="15">Use HR-2 style on back door.</td></tr>
<tr><td>Legend</td><td colspan="6">HR-1, HR-7, LP-2</td><td colspan="4">BC-2</td><td colspan="5"></td></tr>
<tr><td>NSX</td><td colspan="4"></td><td colspan="11">HR-1, LS-1, UB-1, VR-6</td></tr>
<tr><td rowspan="2">RL</td><td colspan="11"></td><td colspan="4">TC-5, LS-1,HR-10</td></tr>
<tr><td colspan="15">Use HR-10 style on back door. 1999+ SIDE IMPACT AIRBAGS</td></tr>
<tr><td>SLX</td><td colspan="10"></td><td colspan="4">UB-1, VR-6</td><td></td></tr>
<tr><td rowspan="2">TL 4 Door</td><td colspan="11"></td><td colspan="2">TC-5,
HR-10</td><td colspan="2">VR-5, LS-1</td></tr>
<tr><td colspan="15">Use HR-10 style on front door. 2000+ SIDE IMPACT AIRBAGS</td></tr>
<tr><td>Vigor</td><td colspan="4"></td><td colspan="6">UB-1</td><td colspan="5"></td></tr>
</table>

<table>
<tr><th>ALPHA ROMEO</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*75</td><td>TV-1</td><td colspan="8">BC-1</td><td colspan="6"></td></tr>
<tr><td>Graduate</td><td colspan="5">TV-1</td><td colspan="10"></td></tr>
<tr><td rowspan="2">GTV</td><td colspan="4">VR-1</td><td colspan="11"></td></tr>
<tr><td colspan="15">VR-3 and VR-5 styles can be applied with CO-39.</td></tr>
</table>

*Vehicles not sold in the USA.

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<table>
<tr><th>ALPHA ROMEO</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Milano</td><td></td><td colspan="3">BC-1</td><td colspan="11"></td></tr>
<tr><td>Spider</td><td colspan="9"></td><td colspan="6"></td></tr>
<tr><td>164</td><td colspan="5"></td><td colspan="5">BC-1</td><td colspan="5"></td></tr>
</table>

<table>
<tr><th>AM GENERAL</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Hummer</td><td colspan="9"></td><td colspan="6">VR-6, VR-3, PX</td></tr>
</table>

<table>
<tr><th>AUDI</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>80/Quattro</td><td colspan="2"></td><td colspan="5">BC-1, LS-1, VR-6</td><td colspan="8"></td></tr>
<tr><td>90/Quattro</td><td colspan="2"></td><td colspan="8">BC-1, LS-1, VR-6</td><td colspan="5"></td></tr>
<tr><td>100/Quattro</td><td colspan="2"></td><td colspan="7">BC-1, LS-1, VR-6</td><td colspan="6"></td></tr>
<tr><td>200/Quattro</td><td colspan="2"></td><td colspan="4">BC-1, LS-1, VR-6</td><td colspan="9"></td></tr>
<tr><td rowspan="2">4000-S</td><td colspan="2">VR-3</td><td colspan="13"></td></tr>
<tr><td colspan="15">Bottom of linkage is 10" to 12" (25 to 31 cm) below weather-stripping.</td></tr>
<tr><td rowspan="2">5000-S</td><td colspan="3">VR-3</td><td colspan="12"></td></tr>
<tr><td colspan="15">Bottom of linkage is 10" to 12" (25 to 31 cm) below weather-stripping.</td></tr>
<tr><td rowspan="2">A4/Quattro
A3/Hatchbck</td><td colspan="10"></td><td colspan="5">LS-1, TC-5, VR-6</td></tr>
<tr><td colspan="15">1998+ A4: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">A6/Quattro
A8/Quattro
S6/Quattro</td><td colspan="9"></td><td>BC-1
LS-1
VR-6</td><td colspan="5">LS-1, VR-6</td></tr>
<tr><td colspan="15">1997+ A8, 1998+ A6: SIDE IMPACT AIRBAGS.</td></tr>
</table>

* Vehicles not sold in the USA.

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<tr><th>AUDI</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Cabriolet</td><td colspan="9"></td><td colspan="4">UB-1, VR-6</td><td colspan="2"></td></tr>
<tr><td>Quattro</td><td colspan="2">VR-5, VR-6</td><td colspan="13"></td></tr>
<tr><td rowspan="2">S-4</td><td colspan="14"></td><td>VR-3</td></tr>
<tr><td colspan="15">2000+ SIDE IMPACT AIRBAGS: CO-21 Handle</td></tr>
<tr><td rowspan="2">TT</td><td colspan="14"></td><td>TC-1</td></tr>
<tr><td colspan="15">2000+ SIDE IMPACT AIRBAGS</td></tr>
</table>

<table>
<tr><th>BENTLEY</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Arnage</td><td colspan="13"></td><td colspan="2">LS-1</td></tr>
<tr><td>Continental</td><td colspan="15">LS-1</td></tr>
</table>

<table>
<tr><th>BMW</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">3-Series</td><td colspan="10">BC-1,VR-3,VR-6</td><td colspan="3">TC-4, VR-6, LS-1</td><td colspan="2">VR-6, LS-1</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS. 84-95: When using BC-1, angle tool toward latch. If deadlocked, use TC-4</td></tr>
<tr><td rowspan="2">5-Series</td><td colspan="10">BC-1, VR-5, VR-6</td><td></td><td colspan="4">TC-4, VR-6</td></tr>
<tr><td colspan="15">1996+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>6-Series</td><td colspan="4">TC-1</td><td colspan="11"></td></tr>
<tr><td rowspan="2">7-Series</td><td colspan="9">BC-1</td><td colspan="6">TC-4, BC-1</td></tr>
<tr><td colspan="15">1997+: SIDE IMPACT AIRBAGS. 1983-94: equipped with auto leveling systems.1995-96: If deadlocked, use TC-4.</td></tr>
<tr><td rowspan="2">8-Series</td><td colspan="5"></td><td colspan="3">BC-1</td><td></td><td colspan="3">TC-4, BC-1</td><td colspan="3"></td></tr>
<tr><td colspan="15">1991-1993: Equipped with auto leveling systems. 1995-96: If deadlocked, use TC-4.</td></tr>
</table>

*Vehicles not sold in the USA.

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BMW	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
8-Series						BC-1				TC-4, BC-1					
	1991-1993: Equipped with auto leveling systems. 1995-96: If deadlocked, use TC-4														
M															TC-1 LS-1
	2000+ SIDE IMPACT AIRBAGS.														
M3			TC-1, LS-1												
	1998+: SIDE IMPACT AIRBAGS.														
M5															BC-1
	2000+ SIDE IMPACT AIRBAGS: CO-21 HANDLE														
X5															BC-1
	2000+ SIDE IMPACT AIRBAGS														
Z3/Z8											TC-5, UB-1 (Difficult)				
	1999+: SIDE IMPACT AIRBAGS.														

BUICK	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Century	HR-1,UO-1 (CO-61)												HR-2,HR-9		
	Use HR-1 style on rear door. 2000+ SIDE IMPACT AIRBAGS (OPTIONAL)														
Electra	UO-1 (CO-60)														
Le Sabre	UO-1 (CO-60), BC-4					GM-1 HR-2									HR-1, TC-7
	Bell crank is opposite inside lock control button. 1991-97: Grab horizontal rod near rear of door. 2000+: SIDE IMPACT AIRBAGS. 2000: Slide bottom rod forward to open. The two rods are close together.														

*Vehicles not sold in the USA.

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<table>
<tr><th>BUICK</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Park Avenue</td><td colspan="5"></td><td colspan="6">GM-1, HR-2</td><td colspan="4">GM-1, HR-2, TC-7
UO-1, (CO-60)</td></tr>
<tr><td colspan="15">91-97: Grab horizontal rod near rear of door. 2000+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>Reatta</td><td colspan="2"></td><td colspan="4">HR-7</td><td colspan="9"></td></tr>
<tr><td rowspan="2">Regal</td><td colspan="2">HR-1</td><td colspan="9">GM-1, HR-1, UO-1, (CO61)</td><td colspan="4">HR-1, HR-9, UO-1</td></tr>
<tr><td colspan="15">95+: Look for gap at rear edge of shield. 97+: Use HR-1 or UO-1 on 2 door, use HR-2 on rear doors on 4 door models. 2000+ OPTIONAL SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">Riviera</td><td colspan="5">BC-4</td><td colspan="3">BC-4, GM-1
UO-1 (CO-70)</td><td></td><td colspan="5">GM-1, HR-2</td><td></td></tr>
<tr><td colspan="15">Bell crank is opposite inside lock control button. Use UO-1 for power unlock switch.</td></tr>
<tr><td>Roadmaster</td><td colspan="6"></td><td colspan="5">GM-1, HR-2</td><td colspan="4"></td></tr>
<tr><td>Skyhawk</td><td colspan="4">HR-1</td><td colspan="11"></td></tr>
<tr><td>Skylark</td><td colspan="6">HR-1</td><td colspan="6">GM-1, HR-2</td><td colspan="3"></td></tr>
<tr><td>Somerset</td><td colspan="2">HR-1,UO-1
(CO-60)</td><td colspan="13"></td></tr>
</table>

<table>
<tr><th>CADILLAC</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Allante</td><td></td><td colspan="7">TC-2</td><td colspan="7"></td></tr>
<tr><td rowspan="2">Catera</td><td colspan="11"></td><td colspan="4">TC-5, HR-9, HR-4</td></tr>
<tr><td colspan="15">1997-99 Use HR-4 on back door. 2000+ SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>Cimarron</td><td colspan="3">HR-5</td><td colspan="12"></td></tr>
</table>

*Vehicles not sold in the USA.

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<table>
<tr><th>CADILLAC</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Deville</td><td colspan="6"></td><td colspan="2">BC-4,GM-1
UO-1
(CO-60)</td><td colspan="4">BC-4, GM-1,
HR-2, UO-1</td><td colspan="3">HR-9, GM-1</td></tr>
<tr><td colspan="15">1997+: SIDE IMPACT AIR BAGS 94+: Grab horizontal linkage behind shield, near latch.</td></tr>
<tr><td rowspan="2">Eldorado</td><td colspan="6"></td><td colspan="2">BC-4,GM-1
UO-1
(CO-60)</td><td colspan="7">BC-4, GM-1, HR-2</td></tr>
<tr><td colspan="15">1994+: Grab horizontal linkage behind shield, near latch.</td></tr>
<tr><td>Escalade</td><td colspan="13"></td><td colspan="2">HR-2, TC-7</td></tr>
<tr><td rowspan="2">Fleetwood-
Brougham</td><td colspan="6"></td><td colspan="2">BC-4,GM-1
UO-1
(CO-60)</td><td colspan="4">BC-4, GM-1, HR-2</td><td colspan="3"></td></tr>
<tr><td colspan="15">1994-96: Rear door may be easier; front door has access panel near inside lock button</td></tr>
<tr><td rowspan="2">Seville STS/SLS</td><td colspan="2">BC-3</td><td colspan="5">BC-4</td><td colspan="2">BC-4
GM-1
UO-1
(CO-60)</td><td colspan="6">BC-4, GM-1, HR-2, TC-7</td></tr>
<tr><td colspan="15">1998+ SIDE IMPACT AIRBAGS. 94+: Grab horizontal linkage behind shield, near latch.</td></tr>
</table>

<table>
<tr><th>CHEVROLET</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Astro Van</td><td colspan="15">HR-1, HR-5</td></tr>
<tr><td colspan="15">1985-97: Tool must fir into 2" (5cm) opening at extreme rear inside of front door panel</td></tr>
<tr><td>Beretta</td><td></td><td colspan="8">GM-1, UO-1, (CO-59)</td><td colspan="2">GM-1</td><td colspan="4"></td></tr>
<tr><td rowspan="2">Blazer, S10</td><td colspan="5">TV-1</td><td colspan="3">HR-2, UO-1
(CO-59)</td><td>HR-2</td><td colspan="6">HR-9, TC-7</td></tr>
<tr><td colspan="15">1995-97: Bend tool to bypass inner contour of door.</td></tr>
<tr><td>C10/20/30
Pickups</td><td colspan="2">TV-1, VR-4</td><td colspan="13"></td></tr>
</table>

*Vehicles not sold in the USA.

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<tr><th>CHEVROLET</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>C/K-Series Pickups</td><td colspan="2"></td><td colspan="13">HR-2</td></tr>
<tr><td>Camaro</td><td colspan="6">HR-1, UO-1</td><td colspan="9">GM-1, HR-2</td></tr>
<tr><td>Caprice</td><td colspan="7">BC-1, VR-3</td><td colspan="8"></td></tr>
<tr><td rowspan="2">Caprice Classic</td><td colspan="7"></td><td colspan="5">GM-1, HR-2, UO-1 (CO-70)</td><td colspan="3"></td></tr>
<tr><td colspan="15">1993-96: Linkage located under shield near latch. Use under hook side of tool.</td></tr>
<tr><td rowspan="2">Cavalier</td><td colspan="6">HR-1, UO-1</td><td colspan="3">HR-2
UO-1 (CO-60)</td><td colspan="6">HR-2, TC-7</td></tr>
<tr><td colspan="15">1995+: inside button/lock rod crosses inside handle rod closer to latch. Use bottom rod.</td></tr>
<tr><td>Celebrity</td><td colspan="5">HR-1, HR-5</td><td colspan="10"></td></tr>
<tr><td>Chevette</td><td colspan="2">VR-2,VR-3</td><td colspan="13"></td></tr>
<tr><td>Corsica</td><td></td><td colspan="10">UO-1 (CO-59)</td><td colspan="4"></td></tr>
<tr><td>Corvette</td><td colspan="11">BC-1, HR-2</td><td colspan="4">HR-2</td></tr>
<tr><td>El Camino</td><td colspan="2">BC-1,
HR-1</td><td colspan="13"></td></tr>
<tr><td rowspan="2">Chevy Van/Express</td><td colspan="9">TV-1, UB-1, VR-6</td><td colspan="6">HR-2, TC-6</td></tr>
<tr><td colspan="15">1996+ HR-2: Use probe light, rod is visible about 2" (5cm) from latch,18" (45cm) down from window ledge. Watch for wires.</td></tr>
<tr><td rowspan="2">Impala</td><td colspan="8"></td><td colspan="3">GM-1, HR-2</td><td colspan="3"></td><td>HR-4R</td></tr>
<tr><td colspan="15">1994-96: Use under hook side of tool. Linkage under shield, near latch. Pull forward at offset in linkage. 2000+ OPTIONAL SIDE IMPACT AIRBAGS. 2000+: HR-4 (Rear Door CO-67 Handle).</td></tr>
<tr><td rowspan="2">Lumina</td><td colspan="3"></td><td colspan="6">UO-1 (CO-61)</td><td colspan="6">HR-1, HR-9</td></tr>
<tr><td colspan="15">1995+ HR-9 Front Door Method: Insert tool straight down in line with front of handle well. HR-1 Rear Door Method: Insert tool about 3" (7.5cm) in front of rear vent window.</td></tr>
</table>

*Vehicles not sold in the USA

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<table>
<tr><th>CHEVROLET</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Lumina APV</td><td colspan="4"></td><td colspan="5">UO-1 (CO-61), GM-1</td><td colspan="2">GM-1</td><td colspan="4"></td></tr>
<tr><td rowspan="2">Malibu</td><td>BC-1</td><td colspan="11"></td><td colspan="3">HR-1</td></tr>
<tr><td colspan="15">1998+: Rear door.</td></tr>
<tr><td rowspan="2">Monte Carlo</td><td colspan="3">HR-1, VR-5, VR-6</td><td colspan="6"></td><td colspan="6">HR-2</td></tr>
<tr><td colspan="15">1995 -97: Rod angles upward toward front of car.</td></tr>
<tr><td>Metro GEO</td><td colspan="3"></td><td colspan="12">HR-1 UO-1</td></tr>
<tr><td>Nova</td><td colspan="2">UB-1, VR-1</td><td colspan="13"></td></tr>
<tr><td rowspan="2">Prizm GEO</td><td colspan="3"></td><td colspan="12">VR-1, UB-1, TC-7</td></tr>
<tr><td colspan="15">1998-2000 (OPTIONAL): SIDE IMPACT AIRBAGS. Use UB-1 on rear door.</td></tr>
<tr><td rowspan="2">S-Series Pickups</td><td colspan="8">HR-1, UO-1 (CO-59)</td><td colspan="7">HR-9</td></tr>
<tr><td colspan="15">1994-97: Rod angles upward toward front of car.</td></tr>
<tr><td>Silverado</td><td colspan="13"></td><td colspan="2">HR-2</td></tr>
<tr><td>Spectrum</td><td colspan="3">UB-1, VR-6</td><td colspan="12"></td></tr>
<tr><td>Sprint</td><td colspan="3">HR-1, pull up.</td><td colspan="12"></td></tr>
<tr><td>Storm GEO</td><td colspan="4"></td><td colspan="4">HR-2, UO-1</td><td colspan="7"></td></tr>
<tr><td rowspan="2">Suburban</td><td colspan="5">TV-1</td><td colspan="10">HR-2, TC-7</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS</td></tr>
<tr><td rowspan="2">Tahoe</td><td colspan="9"></td><td colspan="6">HR-2, linkages cross.</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS</td></tr>
<tr><td>Tracker GEO</td><td colspan="3"></td><td colspan="12">UB-1, VR-6</td></tr>
</table>

*Vehicles not sold in the USA

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<tr><th>CHEVROLET</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Venture</td><td colspan="11"></td><td>HR-2</td><td colspan="3">TC-5, TC-7</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS. 1997: Through cavity in shielding; front door only.</td></tr>
</table>

<table>
<tr><th>CHRYSLER</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>300 M</td><td colspan="13"></td><td colspan="2">VR-6</td></tr>
<tr><td rowspan="2">*Cherokee</td><td colspan="4">LP-1 (pawl on right side)</td><td colspan="8">HR-2</td><td colspan="3"></td></tr>
<tr><td colspan="15">1984-89: Pawl on right side of lock. 1990-97 HR-2: 2" (5cm) below weather-stripping, in line with rear of interior door handle.</td></tr>
<tr><td rowspan="2">Cirrus</td><td colspan="9"></td><td colspan="6">HR-4, VR-6</td></tr>
<tr><td colspan="15">HR-4: Rear door; inside button and handle linkages cross; use lower rod near latch VR-6: Front door.</td></tr>
<tr><td>*CJ</td><td>PX
VR-1
VR-6</td><td colspan="14"></td></tr>
<tr><td>*Commanche</td><td colspan="4">LP-1, PX</td><td colspan="3">HR-1</td><td colspan="8"></td></tr>
<tr><td>Concorde</td><td colspan="7"></td><td colspan="8">VR-6</td></tr>
<tr><td>Fifth Avenue</td><td colspan="8">LP-1 (pawl on left side), UB-1</td><td colspan="7"></td></tr>
<tr><td>*Grand Wagoner</td><td colspan="7">HR-2</td><td colspan="8"></td></tr>
<tr><td>Imperial</td><td colspan="4">LP-1 (Pawl on left side)
TL-1, UB-1</td><td colspan="4">LP-1, UB-1, VR-6</td><td colspan="7"></td></tr>
<tr><td>*J10/J20</td><td colspan="2">PX,VR-3</td><td colspan="13"></td></tr>
<tr><td>LeBaron</td><td colspan="3">HR-2,LP-1</td><td colspan="7">LP-1, UB-1,VR-6</td><td colspan="5"></td></tr>
<tr><td>LHS</td><td colspan="8"></td><td colspan="4">VR-6</td><td></td><td colspan="2">VR-6</td></tr>
</table>

*Vehicles not sold in the USA.

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<table>
<tr><th>CHRYSLER</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*Neon 2 Door</td><td colspan="9"></td><td colspan="3">HR-6</td><td colspan="3"></td></tr>
<tr><td rowspan="2">*Neon 4 Door</td><td colspan="9"></td><td colspan="3">HR-3,VR-6</td><td colspan="3"></td></tr>
<tr><td colspan="15">HR-3: Back door with CO-71.</td></tr>
<tr><td rowspan="2">New Yorker</td><td colspan="8">LP-1, TL-1, UB-1</td><td colspan="3">VR-6</td><td colspan="4"></td></tr>
<tr><td colspan="15">1994+: Use rod attached to lock pawl. You can also use CO-39 or CO-72.</td></tr>
<tr><td>*Phantom</td><td colspan="3">HR-2, LP-1
(pawl on left side)</td><td colspan="7">LP-1, UB-1,VR-6</td><td colspan="5"></td></tr>
<tr><td>*Saratoga</td><td colspan="3">HR-2, LP-1
(pawl on left side)</td><td colspan="7">LP-1, UB-1,VR-6</td><td colspan="5"></td></tr>
<tr><td rowspan="2">Sebring</td><td colspan="9"></td><td>HR-4
VR-6</td><td colspan="5">HR-4, TC-5</td></tr>
<tr><td colspan="15">1995+ HR-4: Use lower rod near latch. Inside button and handle linkage cross.</td></tr>
<tr><td>Town & Country</td><td colspan="4"></td><td colspan="6">LP-1 (Pawl on left side), VR-6</td><td colspan="5">VR-6</td></tr>
<tr><td>*Voyager</td><td colspan="5">HR-1, LP-1 (pawl on left side)</td><td colspan="5">LP-1, VR-6</td><td colspan="2">VR-6</td><td colspan="3"></td></tr>
<tr><td>*Wrangler</td><td></td><td colspan="11">HR-1</td><td colspan="3"></td></tr>
</table>

<table>
<tr><th>CITROEN</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*AX</td><td colspan="3"></td><td colspan="8">PX, VR-6</td><td colspan="4"></td></tr>
<tr><td>*BX</td><td colspan="8">PX, VR-6</td><td colspan="7"></td></tr>
<tr><td>*SAXO</td><td colspan="11"></td><td colspan="4">VR-6</td></tr>
<tr><td>*Xantia</td><td colspan="3"></td><td colspan="12">PX, VR-6</td></tr>
</table>

*Vehicles not sold in the USA

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CITROEN	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
*XM				PX, VR-6											
*ZX				PX, VR-6											

DAEWOO	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Lanos														HR-1, VR-6	
	2000: Straight rod slide forward.														
Leganza														HR-1, VR-6	
	2000: Lift button rod.														
Nubria														HR-1,HR-9	
	2000: Angle top rod forward.														

DAIHATSU	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
*Applause Cuore, Domino									VR-6						
Charade			VR-5, UB-1, VR-6												
*Firoza					UB-1, VR-5, VR-6										
Rocky					UB-1, VR-5, VR-6										

DODGE	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
400/600	LP-1 (pawl on left), TL-1														
Aries	LP-1 (pawl on left), TL-1				LP-1										

*Vehicles not sold in the USA.

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<tr><th>DODGE</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Avenger</td><td colspan="9"></td><td colspan="6">HR-4</td></tr>
<tr><td colspan="15">1995-97: Use lower rod near latch.</td></tr>
<tr><td>Caravan</td><td colspan="5">HR-1, LP-1 (pawl on left)</td><td colspan="5">LP-1 (pawl on left), VR-6</td><td colspan="5">VR-6</td></tr>
<tr><td>Charger</td><td colspan="3">LP-1 (pawl on left), TL-1</td><td colspan="12"></td></tr>
<tr><td>Colt</td><td colspan="7">LS-1, UB-1, UO-1 (CO-61), VR-6</td><td colspan="8"></td></tr>
<tr><td>Dakota</td><td></td><td colspan="10">LP-1 (pawl on left), VR-6</td><td colspan="4">VR-6</td></tr>
<tr><td>*Dart</td><td colspan="4">LP-1 (pawl on left), TL-1</td><td colspan="4">LP-1 (pawl on left)</td><td colspan="7"></td></tr>
<tr><td>Daytona</td><td colspan="8">LP-1 (pawl on right)</td><td colspan="7"></td></tr>
<tr><td>Diplomat</td><td colspan="4">LP-1 (pawl on left), UB-1, VR-6</td><td colspan="11"></td></tr>
<tr><td>Durango</td><td colspan="12"></td><td colspan="3">VR-3, VR-6</td></tr>
<tr><td>Dynasty</td><td colspan="2"></td><td colspan="2">LP-1 (left)</td><td colspan="4">UB-1, VR-6</td><td colspan="7"></td></tr>
<tr><td rowspan="2">Intrepid</td><td colspan="7"></td><td colspan="8">HR-3, VR-6. TC-7</td></tr>
<tr><td colspan="15">HR-3: Use rear door.</td></tr>
<tr><td>Monaco</td><td colspan="4"></td><td colspan="3">VR-3</td><td colspan="8"></td></tr>
<tr><td>Neon 2 Door</td><td colspan="9"></td><td colspan="5">HR-9, VR-6</td><td></td></tr>
<tr><td rowspan="2">Neon 4 Door</td><td colspan="9"></td><td colspan="6">VR-6, TC-7</td></tr>
<tr><td colspan="15">HR-3: Use rear door.</td></tr>
<tr><td rowspan="2">Omni</td><td colspan="4">LP-1 (pawl on left), TL-1</td><td colspan="11"></td></tr>
<tr><td colspan="15">TL-1: Use drain hole in front of lock.</td></tr>
<tr><td>Ram 50</td><td colspan="8">LP-1, TL-1</td><td colspan="7"></td></tr>
</table>

*Vehicles not sold in the USA

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DODGE	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Ram Vans	TV-1, VR-6														
Ram Trucks									VR-6						
Rampage	LP-1 (pawl on left), TL-1														
Shadow		LP-1 (pawl on left), UB-1, VR-6													
Spirit				LP-1 (pawl on left), UB-1, VR-6											
Stealth						HR-1, UO-1 (CO-61)									
Stratus										HR-4, VR-6, TC-7					
	HR-4: Inside button/handle linkage cross. Button linkage is lower rod near latch. Rear Door.VR-6: Front door. Use Air Wedge.														
Viper							No door locks, PX (trunk)								
	Door normally unlocks with fob. Pick trunk lock. Inside trunk is emergency door release lever.														

EAGLE	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Medallion			VR-1 VR-5 VR-6												
Summit				VR-3 (small guard plate below lock and handle).											
Talon					HR-3, LP-1 (pawl on left)										
Vision							VR-3								

FERRARI	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
308 GTSi	LS-1														

*Vehicles not sold in the USA.

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<table>
<tr><th>FERRARI</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>308/328/348/355 Spider/ Berlinetta</td><td colspan="4">VR-6</td><td colspan="11">LS-1, VR-6</td></tr>
<tr><td>F40/456/512/ 550 Testarossa</td><td colspan="2"></td><td colspan="13">TC-1</td></tr>
<tr><td>GTS</td><td colspan="2">VR-2, VR-3</td><td colspan="13"></td></tr>
<tr><td>Mondial</td><td colspan="8">VR-6</td><td colspan="7"></td></tr>
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<table>
<tr><th>FIAT</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*124 Spider</td><td>TV-1</td><td colspan="14"></td></tr>
<tr><td>2000</td><td>TV-1</td><td colspan="14"></td></tr>
<tr><td>*Cinquecento</td><td colspan="6"></td><td colspan="9">VR-6</td></tr>
<tr><td>*Croma</td><td colspan="11">VR-6</td><td colspan="4"></td></tr>
<tr><td>*Panda</td><td colspan="11">VR-6</td><td colspan="4"></td></tr>
<tr><td>*Pininfarina</td><td>TV-1</td><td colspan="14"></td></tr>
<tr><td>*Tepera/Tipo</td><td colspan="2"></td><td colspan="9">VR-6</td><td colspan="4"></td></tr>
<tr><td>*Uno</td><td colspan="11">VR-6</td><td colspan="4"></td></tr>
<tr><td>X1/X9</td><td>BC-1</td><td colspan="14"></td></tr>
</table>

<table>
<tr><th>FORD</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Aerostar</td><td colspan="12">PX, VR-1, VR-6</td><td colspan="3"></td></tr>
</table>

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<tr><th>FORD</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Aspire</td><td colspan="8"></td><td colspan="4">VR-1, VR-6</td><td colspan="3"></td></tr>
<tr><td>Bronco</td><td colspan="8">TV-1, PX</td><td colspan="7"></td></tr>
<tr><td>Bronco II</td><td colspan="5">PX, VR-1, VR-5, VR-6</td><td colspan="10"></td></tr>
<tr><td>Cub Wagon
E150, E250, 350</td><td colspan="15">PX, TV-1, VR-6</td></tr>
<tr><td>Contour</td><td colspan="9"></td><td colspan="6">PX, UO-1, (CO-70)</td></tr>
<tr><td>Crown Victoria</td><td colspan="6">HR-1</td><td colspan="9">UB-1</td></tr>
<tr><td>Econoline</td><td colspan="9">PX, TV-1, VR-6</td><td colspan="6">PX, TC-5, VR-6</td></tr>
<tr><td>Escort</td><td colspan="4">VR-5, VR-6</td><td colspan="11">PX, UB-1, VR-6</td></tr>
<tr><td rowspan="2">Excursion</td><td colspan="14"></td><td>VR-6,
TC-7</td></tr>
<tr><td colspan="15">2000: Grab button rod CO-76.</td></tr>
<tr><td>EXP</td><td colspan="4">VR-5, VR-6</td><td colspan="11"></td></tr>
<tr><td rowspan="2">Expedition</td><td colspan="11"></td><td colspan="4">PX, VR-6</td></tr>
<tr><td colspan="15">2000+: OPTIONAL SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">Explorer</td><td colspan="5"></td><td colspan="10">PX, TH-2, UB-1, VR-6</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>F-Series Trucks</td><td colspan="11">PX, TV-1, VR-6</td><td colspan="4">PX, TV-1, VR-6</td></tr>
<tr><td>Festiva</td><td colspan="2"></td><td colspan="6">UB-1, VR-6</td><td colspan="7"></td></tr>
<tr><td>Fiesta</td><td colspan="3"></td><td colspan="9">UB-1, VR-5, VR-6</td><td colspan="3"></td></tr>
<tr><td rowspan="2">Focus</td><td colspan="14"></td><td>UO-1
CO-61</td></tr>
<tr><td colspan="15">2000+: OPTIONAL SIDE IMPACT AIRBAGS. 2000: If power locks - hit switch. If manual - Manipulate rocker button.</td></tr>
</table>

*Vehicles not sold in the USA.

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<tr><td>Futura</td><td colspan="3">VR-1, VR-5, VR-6</td><td colspan="12"></td></tr>
<tr><td>LTD</td><td>VR-1
VR-5
VR-6</td><td colspan="14"></td></tr>
<tr><td>*Mondeo</td><td colspan="7"></td><td colspan="5">PX, UO-1</td><td colspan="3"></td></tr>
<tr><td>Mustang</td><td colspan="8">PX, VR-1, VR-6, UB-1</td><td colspan="7">PX, VR-6</td></tr>
<tr><td>Probe</td><td colspan="3"></td><td colspan="9">UB-1, VR-5, VR-6</td><td colspan="3"></td></tr>
<tr><td>Ranger</td><td colspan="15">PX, VR-1, VR-6, TH-3</td></tr>
<tr><td>Super Duty Truck</td><td colspan="12"></td><td colspan="3">VR-6</td></tr>
<tr><td rowspan="2">Taurus</td><td colspan="15">PX, UB-1, VR-6</td></tr>
<tr><td colspan="15">2000+: OPTIONAL SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>Tempo</td><td colspan="12">PX, VR-1, VR-6</td><td colspan="3"></td></tr>
<tr><td>Thunderbird</td><td colspan="12">PX, UO-1 (CO-70), VR-6</td><td colspan="3"></td></tr>
<tr><td rowspan="2">Windstar</td><td colspan="9"></td><td colspan="6">PX, VR-1, VR-6, TC-7</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS. Hook vertical rod below the right angle bend</td></tr>
</table>

<table>
<tr><th>GMC Trucks</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Jimmy/Envoy</td><td colspan="6">TV-1, UB-1, VR-1, VR-6</td><td colspan="2">HR-1 UO-1 (CO-59)</td><td colspan="7">HR-9, TC-7</td></tr>
<tr><td>S-15 Jimmy</td><td colspan="6">HR-1, UO-1 (CO-59)</td><td colspan="9"></td></tr>
<tr><td>S-15 Pickup /Sonoma</td><td colspan="5">HR-1, UO-1 (CO-59)</td><td colspan="10"></td></tr>
<tr><td rowspan="2">Safari</td><td colspan="15">HR-1, HR-5, TC-7</td></tr>
<tr><td colspan="15">Tool must fit into 2" (5cm) opening at extreme rear corner of front door at rear inner panel; use light.</td></tr>
</table>

*Vehicles not sold in the USA

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GMC Trucks	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Savana G1500/2500 3500	TV-1, UB-1, VR-6										HR-2, HR-9				
	1996+ HR-2: Use probe light, rod is visible about 2" (5cm) from latch, 18" (45cm) down from window ledge. Watch for wires. HR-(about 15" (30 cm) down from window ledge and 10" (25cm) in front of rear edge of window,														
Sierra C&K 1500/2500/3500	TV-1				HR-2									HR-2, TC-7	
Sonoma						HR-1, UO-1				HR-9					
	Horizontal rod angles upward toward front of car.														
Suburban/ Yukon XL						HR-2									
	2000+: SIDE IMPACT AIRBAGS.														
Yukon						HR-2, TC-7									
	2000+: SIDE IMPACT AIRBAGS														

HONDA	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Do not attempt to impression a key to Honda. For several years, the door lock plugs and housings were made of plastic. Later, they were made of a very weak material that can be easily damaged if impressioning is attempted.															
Accord 2 Dr	HR-2								VR-6, HR-2, TC-1						
	2000+ OPTIONAL SIDE IMPACT AIRBAGS.														
Accord 4 Dr	UB-1 VR-1, VR-6														
	2000+ OPTIONAL SIDE IMPACT airbags.														
Civic 2& 3 Door & del Sol	HR-2 HR-7 LP-2 (pawl on left)		HR-2,HR-7				HR-2,TC-1								

*Vehicles not sold in the USA.

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<tr><td>Civic 4 Door</td><td colspan="15">VR-6, UB-1, VR-1</td></tr>
<tr><td>*Conterto</td><td colspan="6"></td><td colspan="5">VR-6</td><td colspan="4"></td></tr>
<tr><td>S2000</td><td colspan="14"></td><td>TC-1</td></tr>
<tr><td>CR-V</td><td colspan="11"></td><td colspan="4">VR-6, TC-7</td></tr>
<tr><td>CRX</td><td colspan="4">HR-2 HR-7
LP-2 (pawl on left)</td><td colspan="4">HR-2, HR-7</td><td colspan="7"></td></tr>
<tr><td>*Integra 2 Dr</td><td colspan="6">LP-2 (pawl on left)</td><td colspan="3">UO-1 (CO-61)</td><td colspan="3">TC-2</td><td colspan="3"></td></tr>
<tr><td>*Integra 4 Dr</td><td colspan="6">LP-2 (pawl on left)</td><td colspan="3">UO-1 (CO-61)</td><td colspan="3">HR-2, TC-2</td><td colspan="3"></td></tr>
<tr><td>*Legend</td><td colspan="6">HR-1, HR-7, LP-1</td><td colspan="4">BC-2</td><td colspan="5"></td></tr>
<tr><td rowspan="2">Odyssey</td><td colspan="9"></td><td colspan="4">VR-6, HR-2, TC-2</td><td colspan="2">VR-6</td></tr>
<tr><td colspan="15">User rear door. Linkages are shielded. Bind behind shield.</td></tr>
<tr><td>*NSX</td><td colspan="4"></td><td colspan="8">HR-1, LS-1, UB-1</td><td colspan="3"></td></tr>
<tr><td>Prelude</td><td colspan="6">HR-8, LP-1, VR-4</td><td colspan="9">HR-2, LP-1, UO-1 (CO-60), TC-5</td></tr>
<tr><td>Passport</td><td colspan="8"></td><td colspan="7">UB-1, VR-6, TC-7</td></tr>
<tr><td rowspan="2">*Shuttle</td><td colspan="9"></td><td colspan="3">HR-2, TC-2</td><td colspan="3"></td></tr>
<tr><td colspan="15">User rear door. Linkages are shielded. Bind behind shield.</td></tr>
<tr><td>*Vigor</td><td colspan="4"></td><td colspan="6">UB-1, VR-6</td><td colspan="5"></td></tr>
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<table>
<tr><th>HYUNDAI</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Accent</td><td colspan="9"></td><td colspan="6">VR-6</td></tr>
<tr><td rowspan="2">*Avante</td><td colspan="6"></td><td colspan="4">HR-3, UO-1 (CO-60)
VR-6</td><td colspan="2">HR-3</td><td colspan="3"></td></tr>
<tr><td colspan="15">Use rear passenger door. Nylon mesh shields linkage.</td></tr>
</table>

*Vehicles not sold in the USA

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<tr><th>HYUNDAI</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Elantra</td><td colspan="6"></td><td colspan="4">HR-3, UO-1 (CO-60) VR-6</td><td colspan="5">HR-3, TC-7</td></tr>
<tr><td colspan="15">Use rear passenger door. Nylon mesh shields linkage.</td></tr>
<tr><td>Excel</td><td colspan="9">LS-1, VR-6</td><td colspan="6"></td></tr>
<tr><td rowspan="2">*Lantra</td><td colspan="6"></td><td colspan="4">HR-3, UO-1 (CO-60) VR-6</td><td colspan="2">HR-3</td><td colspan="3"></td></tr>
<tr><td colspan="15">Use rear passenger door. Nylon mesh shields linkage.</td></tr>
<tr><td>*Pony</td><td colspan="10">LS-1, VR-6</td><td colspan="5"></td></tr>
<tr><td>Scoupe</td><td colspan="5"></td><td colspan="5">UB-1, VR-6</td><td colspan="5"></td></tr>
<tr><td rowspan="2">Sonata</td><td colspan="3"></td><td colspan="10">UB-1, VR-6, HR-3</td><td colspan="2">HR-1</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">Tiburon</td><td colspan="11"></td><td colspan="3">HR-3</td><td>TC-1, HR-1</td></tr>
<tr><td colspan="15">Use rear passenger door. Nylon mesh shields linkage.</td></tr>
</table>

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<tr><th>INFINITI</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">G20</td><td colspan="5"></td><td colspan="6">UO-1 (CO-61)</td><td colspan="2"></td><td colspan="2">HR-1, UO-1, TC-7</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">I30</td><td colspan="10"></td><td colspan="5">HR-1, TC-7</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">J30</td><td colspan="7"></td><td colspan="5">HR-1, UO-1 (CO-61)</td><td colspan="3"></td></tr>
<tr><td colspan="15">HR-1: Rear Door.</td></tr>
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<tr><td>M30</td><td colspan="4"></td><td colspan="3">UB-1, VR-6</td><td colspan="8"></td></tr>
<tr><td rowspan="2">Q45</td><td colspan="4"></td><td colspan="7">HR-1, UO-1</td><td colspan="4">BC-5, HR-1</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS. 1997+: BC-5 in front door; HR-1 in rear door.</td></tr>
<tr><td rowspan="2">QX4</td><td colspan="11"></td><td colspan="4">BC-5, HR-1</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS. 1997+: BC-5 in front door;HR-1 in rear door.</td></tr>
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<tr><th>ISUZU</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Amigo</td><td colspan="3"></td><td colspan="6">UB-1</td><td colspan="3"></td><td colspan="3">UB-1, TC-7</td></tr>
<tr><td rowspan="2">Hombre</td><td colspan="10"></td><td colspan="5">HR-9</td></tr>
<tr><td colspan="15">Insert tool on angle and push rod forward.</td></tr>
<tr><td>Impulse</td><td colspan="7">BC-1</td><td colspan="8"></td></tr>
<tr><td>*KB</td><td colspan="10">UB-1, VR-1, VR-5, VR-6</td><td colspan="5"></td></tr>
<tr><td rowspan="2">Oasis</td><td colspan="10"></td><td colspan="4">HR-2, TC-1</td><td></td></tr>
<tr><td colspan="15">HR-2: Rear door. The rod that you want to bind is lower and further back.</td></tr>
<tr><td>Pickup</td><td colspan="10">UB-1, VR-1, VR-5, VR-6</td><td colspan="5"></td></tr>
<tr><td>Rodeo</td><td colspan="5"></td><td colspan="10">UB-1,VR-6,HR-2</td></tr>
<tr><td>Stylus</td><td colspan="5"></td><td colspan="3">BC-1, HR-2</td><td colspan="7"></td></tr>
<tr><td>Trooper</td><td colspan="15">UB-1, VR-1, VR-6, TC-7</td></tr>
<tr><td>Vehicross</td><td colspan="13"></td><td colspan="2">VR-6, UB-1</td></tr>
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<tr><td rowspan="2">XJ</td><td colspan="8">LP-1 (pawl on left side) VR-4</td><td colspan="7">LS-1, TC-5</td></tr>
<tr><td colspan="15">1989+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>XK</td><td colspan="11"></td><td colspan="4">TC-5</td></tr>
<tr><td rowspan="2">S-Type</td><td colspan="14"></td><td>UO-1, TC-7</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS.</td></tr>
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<tr><th>JEEP</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>CJ</td><td>PX, VR-4</td><td colspan="14"></td></tr>
<tr><td rowspan="2">Cherokee</td><td colspan="4">LP-1 (pawl on right side)</td><td colspan="11">HR-1</td></tr>
<tr><td colspan="15">1990+: 2" (5cm) below weather-stripping, in line with rear of interior door handle.</td></tr>
<tr><td>Comanche</td><td colspan="4">LP-1</td><td colspan="3">HR-1</td><td colspan="8"></td></tr>
<tr><td>Grand Cherokee</td><td colspan="7"></td><td colspan="8">TC-5, UO-1, HR-1</td></tr>
<tr><td>Grand Wagoneer</td><td colspan="4">PX, VR-3</td><td colspan="3">HR-2</td><td colspan="8"></td></tr>
<tr><td>J-10/J-20</td><td colspan="2">PX, VR-3</td><td colspan="13"></td></tr>
<tr><td>Wrangler</td><td></td><td colspan="14">HR-1</td></tr>
</table>

<table>
<tr><th>KIA</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*Mentor</td><td colspan="7"></td><td></td><td colspan="3">LP-1, VR-6</td><td colspan="4"></td></tr>
<tr><td>*Pride</td><td colspan="2"></td><td colspan="10">VR-6</td><td colspan="3"></td></tr>
<tr><td>Sephia</td><td colspan="7"></td><td colspan="5">LP-1, VR-6</td><td colspan="3">HR-4, TC-7</td></tr>
</table>

*Vehicles not sold in the USA.

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KIA	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Sportage											VR-6, TC-7				

LAND ROVER	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Defender									VR-6						
Discovery									LS-1, VR-6						
Range Rover		LP-2 (pawl on right), VR-6													
	1999+: SIDE IMPACT AIRBAGS.														

LEXUS	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Because of the auto relock feature you must lift handle 1/4 of a second after manipulating lock to open door. Alarm will sound. If unsuccessful, wait for alarm to reset (2-1/2 to 4 minutes), try again.															
ES250					HR-10, UB-1 VR-6										
ES300							TC-1, UO-1 (CO-61)					TC-2			
	1998+: SIDE IMPACT AIRBAGS.														
GS300								UO-1 (CO-61), TC-2							
	1998+: SIDE IMPACT AIRBAGS.														
GS400													UO-1, TC-2		
	1998+: SIDE IMPACT AIRBAGS.														
LS400					UO-1 (CO-61), TC-2, TC-7										
	1997+: SIDE IMPACT AIRBAGS.														

*Vehicles not sold in the USA

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LEXUS	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
LX450							TC-1, UO-1 (CO-61), TC-2								
LX470													HR-3		
RX300														HR-3	
	1999+: SIDE IMPACT AIRBAGS.														
SC300							UO-1 (CO-61), TC-2, TC-7								
SC400							UO-1 (CO-61), TC-2, TC-7								

LINCOLN	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Continental	HR-1			VR-6, PX, UB-1											
	1999+: SIDE IMPACT AIRBAGS. 1990+: Inside handle and inside button linkages cross.														
LS															TC-7, UO-1
	2000+: SIDE IMPACT AIRBAGS.														
Mark VII	TH-2, UB-1			UB-1, UO-1 (CO-70)											
Mark VIII								VR-6, PX, UB-1							
Navigator													VR-6, TH-2, PX		
Town Car	HR-1				VR-6, HR-2, PX										
	1999+: SIDE IMPACT AIRBAGS.														

MAZDA	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
*121			VR-6												

*Vehicles not sold in the USA.

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<tr><th>MAZDA</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>323</td><td colspan="9">UB-1, VR-6</td><td colspan="6"></td></tr>
<tr><td rowspan="2">626</td><td colspan="7">LP-2 (pawl on right), VR-1, VR-3, VR-6</td><td colspan="5">HR-2 (rear), UB-1, VR-6</td><td colspan="3">TC-5, HR-2(rear)</td></tr>
<tr><td colspan="15">1993-97 HR-2: Gently push upper rod down in back door with CO-62. 2000+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>929</td><td colspan="2"></td><td colspan="4">LP-2 (pawl on right), UB-1, VR-6</td><td colspan="4">HR-3, TC-2</td><td colspan="5"></td></tr>
<tr><td>B-Series</td><td colspan="6">LP-2, PX, VR-1, VR-6</td><td colspan="9">PX, VR-1, VR-6, TC-7</td></tr>
<tr><td>*Eunos</td><td colspan="9"></td><td colspan="4">UO-1</td><td colspan="2"></td></tr>
<tr><td>GLC</td><td>LP-2 (pawl on right) VR-3</td><td colspan="14"></td></tr>
<tr><td>Millenia</td><td colspan="9"></td><td colspan="6">VR-6, UO-1</td></tr>
<tr><td rowspan="2">MPV</td><td colspan="3"></td><td colspan="10">UB-1, VR-6</td><td></td><td>VR-6</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>MX-3</td><td colspan="6"></td><td colspan="4">BC-1, UB-1, VR-6</td><td colspan="5"></td></tr>
<tr><td>MX-5/Miata</td><td colspan="4"></td><td colspan="11">UO-1</td></tr>
<tr><td rowspan="2">MX-6</td><td colspan="2"></td><td colspan="4">LP-2 (pawl on right)</td><td colspan="6">HR-4</td><td colspan="3"></td></tr>
<tr><td colspan="15">1992-97 HR-4: Access panel located in line with door handle.</td></tr>
<tr><td>Navajo</td><td colspan="5"></td><td colspan="5">PX, UB-1, VR-6</td><td colspan="5"></td></tr>
<tr><td rowspan="2">Protege</td><td colspan="4"></td><td colspan="11">UB-1, VR-6, TC-7</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS.</td></tr>
</table>

*Vehicles not sold in the USA

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MAZDA	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
RX-7	LP-2 (pawl on right) (1986–1991)							TC-1, TH-3, VR-4 (1993–1995)							
*Xedos										UO-1 (1995–1997)					

RX-7: 1993-96 VR-4: Offset cam between 2 white plastic blocks located about 12" (31cm) down and inline with rear edge of glass can be lifted with CO-71 tool. Rod connection is located within shielding

MERCEDES	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
190E	BC-1, LS-1 (1986–1993)														
230D			BC-1 (1988–1990)												
300CD/CE	BC-3 (1986–1990)														
300D/E/TE	LS-1 (1986–1993)														
300SD/SE/SL	LS-1 (1986–1993)														
380SE/SL															
400/420SEL	TC-2 (1986–1993)														
500SEC/SL					TC-1 (1990–1993)										
500SEL					TC-3 (1990–1993)										
560SEC,SEL	TC-2, UB-1, VR-6 (1986–1991)														

ALL 1998+ MODELS HAVE SIDE IMPACT AIRBAGS.

300CD/CE: Hold down bell crank, open door handle.

500SEC/SL: Enter near the top of window area. Hook and pull handle.

560SEC,SEL: Enter through rear door because of pneumatic locks.

*Vehicles not sold in the USA.

MODEL INDEX

MERCEDES	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
C Class									BC-6, VR-1, VR-6, LS-1						
	1994-97 C230 and C280: OPTIONAL SIDE IMPACT AIRBAGS. 1998+: STANDARD. Bell crank in driver's side rear door														
CL/CLK													TC-1, TC-5		
E Class									BC-6, LS-1						
	1996+: SIDE IMPACT AIRBAGS. Bell crank in driver's side rear door.														
ML320 ML430													TC-5, LS-1, TC-7		
ML55															TC-5
S Class											TC-5				
SL Class											TC-2				
SLK													TC-1, TC-5		

MERCURY	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Capri	VR-1 VR-6					UB-1, VR-1, VR-6									
Cougar/XR7	PX, UO-1 (CO-70), VR-6													TC-1, PX	
	1999+: OPTIONAL SIDE IMPACT AIRBAGS. 1999+ Grab inside handle or locking lever. (alarm may sound).														
Grand Marquis	HR-1, VR-1, VR-6			PX, UB-1, VR-6, TC-7											
Lynx	PX, VR-5 VR-6														
Mountaineer												TH-2, PX, UB-1, VR-6, TC-7			
	1999+: OPTIONAL SIDE IMPACT AIRBAGS.														
Mystique										PX, UO-1 (CO-70)					

*Vehicles not sold in the USA

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<table>
<tr><th>MERCURY</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Sable</td><td colspan="15">PX, UB-1, VR-6</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>Topaz</td><td colspan="9">PX, VR-6</td><td colspan="6"></td></tr>
<tr><td>Tracer</td><td colspan="5"></td><td colspan="9">PX, UB-1,VR-6</td><td></td></tr>
<tr><td>Villager</td><td colspan="7"></td><td colspan="5">PX, UO-1 (CO-70), VR-6</td><td colspan="3">PX, HR-2, TC-7</td></tr>
</table>

<table>
<tr><th>MITSUBISHI</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>3000GT</td><td colspan="5"></td><td colspan="9">HR-1, UO-1, (CO-61)</td><td></td></tr>
<tr><td>Carisma</td><td colspan="11"></td><td>HR-1
VR-6</td><td colspan="3"></td></tr>
<tr><td>*Colt</td><td colspan="7">LS-1, UB-1, UO-1 (C0-61), VR-6</td><td colspan="5">HR-1, VR-6</td><td colspan="3"></td></tr>
<tr><td>Cordia</td><td colspan="3">LP-2 (pawl on left side)</td><td colspan="12"></td></tr>
<tr><td>Diamente</td><td colspan="6"></td><td colspan="5">TC-1, UB-1,
UO-1 (CO-61), VR-6</td><td colspan="4">HR-2</td></tr>
<tr><td></td><td colspan="15">1997+: Horizontal linkage rod cross.</td></tr>
<tr><td rowspan="2">Eclipse</td><td colspan="4"></td><td colspan="10">HR-1, LP-2, UO-1 (CO-61)</td><td>TC-1</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS. 1990+: Horizontal linkage rods cross.</td></tr>
<tr><td>Expo</td><td colspan="6"></td><td colspan="4">UB-1, VR-6</td><td colspan="5"></td></tr>
<tr><td rowspan="2">Galant</td><td colspan="8">LP-2 (pawl on right side), UB-1, VR-6</td><td colspan="7">HR-1, VR-6</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>*L200 Pickup</td><td colspan="11">LS-1</td><td colspan="4"></td></tr>
<tr><td>*L300 Van</td><td></td><td colspan="4">LS-1</td><td colspan="10"></td></tr>
</table>

*Vehicles not sold in the USA.

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MITSUBISHI	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
*Lancer	LS-1, UB-1, UO-1 (C0-61), VR-6							HR-2, VR-6							
LS Van		LS-1													
Magna							TC-1, UB-1, UO-1(CO-61), VR-6					HR-2			
Mirage	LS-1, UB-1, UO-1 (C0-61), VR-6							HR-2, TC-7							
Montero	LP-1, LS-1, UB-1, VR-6											HR-2, VR-6			
*Pajero	LP-1, LS-1, UB-1, VR-6											HR-2			
Pickup (Mighty Max)	LS-1														
Precis		LS-1, UB-1, VR-6													
*Sigma								TC-1, UB-1, UO-1(CO-61), VR-6				HR-2			
*Space Wagon							UB-1, VR-6								
Starion	LP-2(pawl on left side)														
Tredia	LS-1														

NISSAN	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
200SX	BC-1, HR-6, VR-3									HR-1, UO-1					
240SX				BC-1, HR-2, UO-1 (CO-61)											
	Lift bell crank to power door solenoid. Which is about 18" (45cm) down from middle of outside door handle.														
300ZX	BC-1			BC-2, TC-1											
	1989-96: Pull up on electric lock solenoid.														
*Almera												HR-1 UO-1			

*Vehicles not sold in the USA

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<table>
<tr><th>NISSAN</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Altima</td><td colspan="7"></td><td colspan="5">HR-1, UO-1 (CO-70)</td><td colspan="2">TC-2 HR-2</td><td>TC-7, HR-1</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS. 1998+: Horizontal rods closer to inside of door. 1993-97 HR-1: Front door. Rod above and inside access hole. Use light, do not use excessive force. Use caution so as not to catch tool in door. 2000: HR-1 Rear Door (use CO-67 Handle).</td></tr>
<tr><td>*Bluebird</td><td colspan="3">VR-1, VR-6</td><td colspan="4"></td><td colspan="5">HR-1, UO-1 (CO-59)</td><td colspan="3">TC-2, HR-2</td></tr>
<tr><td></td><td colspan="15">1993-97 HR-1: Front door. Rod above and inside access hole. Use light, do not use excessive force. Use caution so as not to catch tool in door.</td></tr>
<tr><td>Frontier</td><td colspan="12"></td><td colspan="3">HR-1, UO-1 TC-5, TC-7</td></tr>
<tr><td>*Gazelle</td><td colspan="3">BC-1, HR-6, VR-3</td><td colspan="9">BC-1, HR-2, UO-1 (CO-61)</td><td colspan="3"></td></tr>
<tr><td></td><td colspan="15">1989+: Lift bell crank to power door solenoid, which is about 18" (45cm) down from middle of outside door handle.</td></tr>
<tr><td>*Ichivan</td><td></td><td colspan="6">UB-1, VR-6</td><td colspan="8"></td></tr>
<tr><td rowspan="2">Maxima</td><td colspan="3">VR-1, VR-6</td><td colspan="6">UB-1</td><td colspan="6">TC-2, HR-1, TC-7</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS. 1995+ HR-1: Front door. Small opening in panel near front edge of door handle (use light).</td></tr>
<tr><td rowspan="2">Pathfinder</td><td></td><td colspan="9">LS-1, UB-1, VR-6</td><td colspan="5">TC-2, HR-1, UO-1 (CO-60)</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>*Patrol</td><td colspan="12">VR-6</td><td colspan="3"></td></tr>
<tr><td rowspan="2">Pickup</td><td colspan="12">LS-1, UB-1, VR-1, VR-6</td><td colspan="3"></td></tr>
<tr><td colspan="15">1983+: Contact vertical rod 10" to 11" (25-28 cm) below weather-stripping.</td></tr>
<tr><td>*Primera</td><td colspan="4"></td><td colspan="7">U0-1, (C0-61)</td><td colspan="4"></td></tr>
<tr><td>Pulsar</td><td colspan="5">HR-1</td><td colspan="10"></td></tr>
<tr><td>Quest</td><td colspan="7"></td><td colspan="6">PX, UO-1, (CO-70), VR6</td><td colspan="2">HR-2, UO-1, TC-7</td></tr>
<tr><td rowspan="2">Sentra</td><td colspan="5">UB-1 VR-6</td><td colspan="10">HR-1, UO-1, (CO-61) TC-2, TC-7</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS</td></tr>
</table>

*Vehicles not sold in the USA.

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<table>
<tr><th>NISSAN</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Xterra</td><td colspan="14"></td><td>HR-1</td></tr>
<tr><td rowspan="2">*Silvia</td><td colspan="3">BC-1, HR-6, VR-3</td><td colspan="9">BC-1, HR-2, UO-1 (CO-61)</td><td colspan="3"></td></tr>
<tr><td colspan="15">1989+: Lift bell crank to power door solenoid, which is about 18" (45cm) down from middle of outside door handle.</td></tr>
<tr><td>Stanza</td><td colspan="7">VR-3</td><td colspan="8"></td></tr>
<tr><td>*Sunny</td><td colspan="5">UB-1 VR-6</td><td colspan="5">HR-1, UO-1 (C0-61)</td><td colspan="5"></td></tr>
<tr><td>*Terrano</td><td></td><td colspan="9">LS-1, UB-1, VR-6</td><td colspan="2">HR-1 UO-1 (CO-60)</td><td colspan="3"></td></tr>
<tr><td>*Tsuru</td><td colspan="5">UB-1 VR-6</td><td colspan="7">HR-1, UO-1 (C0-61)</td><td colspan="3"></td></tr>
<tr><td>Van</td><td></td><td colspan="4">UB-1, VR-6</td><td colspan="10"></td></tr>
<tr><td>*Vanette</td><td></td><td colspan="4">UB-1, VR-6</td><td colspan="10"></td></tr>
</table>

<table>
<tr><th>OLDSMOBILE</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Achieva</td><td colspan="6"></td><td colspan="6">GM-1, HR-2, UO-1 (CO-59)</td><td colspan="3"></td></tr>
<tr><td colspan="15">Horizontal rod near inside panel, may need to bend inward.</td></tr>
<tr><td>Alero</td><td colspan="13"></td><td colspan="2">HR-4, HR-11, TC-7</td></tr>
<tr><td rowspan="2">Aurora</td><td colspan="9"></td><td colspan="6">GM-1, HR-2, TC-7</td></tr>
<tr><td colspan="15">Grab horizontal rod near latch with under hook side of tool. Lock button and handle linkages cross. Top linkage is shielded. 2000+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>Bravada</td><td colspan="5"></td><td colspan="4">HR-1, UO-1</td><td></td><td colspan="5">GM-1, HR-9, TC-7</td></tr>
<tr><td>Calais</td><td colspan="6">HR-1, UO-1</td><td colspan="9"></td></tr>
<tr><td>Cutlass</td><td colspan="11"></td><td colspan="3">HR-1 HR-2(REAR)</td><td></td></tr>
<tr><td>Cutlass/Ciera</td><td colspan="11">HR-1, UO-1</td><td colspan="4"></td></tr>
</table>

*Vehicles not sold in the USA

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<table>
<tr><th>OLDSMOBILE</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>Cutlass/Ciera</td><td colspan="11">HR-1, UO-1</td><td colspan="4"></td></tr>
<tr><td>Custom Cruiser Wagon</td><td colspan="7">HR-2</td><td colspan="8"></td></tr>
<tr><td>Cutlas Supreme</td><td colspan="2">HR-1</td><td colspan="10">UO-1</td><td colspan="3"></td></tr>
<tr><td rowspan="2">Eighty-Eight</td><td colspan="5">BC-4</td><td colspan="9">GM-1,HR2, UO-1, TC-5</td><td></td></tr>
<tr><td colspan="15">1986-90: Bell crank is opposite inside lock control button.</td></tr>
<tr><td>Firenza</td><td colspan="3">HR-1</td><td colspan="12"></td></tr>
<tr><td rowspan="2">Intrigue</td><td colspan="12"></td><td colspan="3">HR-2, HR-9</td></tr>
<tr><td colspan="15">Hook near latch behind shielding. Use light. HR-2(rear door) linkages may cross.</td></tr>
<tr><td>LSS</td><td colspan="10"></td><td colspan="4">HR-2</td><td></td></tr>
<tr><td rowspan="2">Ninety Eight</td><td colspan="5">BC-4</td><td colspan="6">GM-1</td><td colspan="4"></td></tr>
<tr><td colspan="15">1986-90: Bell crank is opposite inside lock control button.</td></tr>
<tr><td>Regency</td><td colspan="11">See Oldsmobile Ninety-Eight.</td><td colspan="3">See Olds 88</td><td></td></tr>
<tr><td rowspan="2">Silhoutte</td><td colspan="4"></td><td colspan="5">GM-1, HR-2, UO-1</td><td colspan="2">GM-1</td><td colspan="4">HR-2, TC-7</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">Toronado</td><td colspan="4">BC-4</td><td colspan="3">UO-1</td><td colspan="8"></td></tr>
<tr><td colspan="15">1986-89: Bell crank is opposite inside lock control button.</td></tr>
<tr><td>Trofeo</td><td></td><td colspan="4">UB-1</td><td colspan="2">GM-1
UO-1</td><td colspan="8"></td></tr>
</table>

<table>
<tr><th>OPEL</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*Ascona</td><td colspan="2">VR-6</td><td colspan="13"></td></tr>
</table>

*Vehicles not sold in the USA.

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OPEL	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
*Astra						VR-6									
*Calibra					VR-6										
*Corsa	VR-6														
*Frontera							UB-1, VR-6								
*Kadett	VR-1, VR-6														
*Monterey	UB-1,VR-1, VR-6														
*Omega	VR-3														
*Rekord	VR-6														
*Vectra			VR-6												

PEUGEOT	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
*106						VR-6									
*205	VR-6														
*306									VR-6						
*309	VR-6														
405/406		VR-3, VR-6													
	Contact linkage 8" - 9" (20-23cm) below weather-stripping.														
505	VR-3														
	Contact linkage 8" - 9" (20-23cm) below weather-stripping.														

*Vehicles not sold in the USA

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PLYMOUTH	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Acclaim				LP-1 (pawl on left side), UB-1, VR-6											
Breeze										HR-4, VR-6, UB-1					
	1995+ HR-4: Rear door. Inside button and handle linkages cross. Button linkage is lower rod near latch. VR-6: Front door.														
Colt 2 Door	LP-2														
Colt 4 Door	UB-1, VR-6														
Colt 5 Door Hatchback	VR-3														
Colt Vista Wagon	LS-1														
Conquest	LP-1 (pawl on left side)														
Duster (Sundance)							UB-1, VR-6,LP-1 (pawl on left side)								
Gran Fury	TL-1, LP-1 (pawl on left side)														
Horizon	LP-1 (pawl on left side)														
Laser					HR-3, UO-1										
Neon 2 Door										HR-9					
Neon 4 Door										HR-3, VR-6 LP-1 (pawl on left side)					
	1995+ HR-3: Use CO-71 on rear door.														
Prowler												HR-2, PX			
Reliant	LP-1, TL-1 (pawl on left side)														

*Vehicles not sold in the USA.

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<tr><td>Reliant</td><td colspan="5">LP-1, TL-1 (pawl on left side)</td><td colspan="10"></td></tr>
<tr><td>Sundance</td><td></td><td colspan="8">LP-1 (pawl on left side), UB-1, VR-6</td><td colspan="6"></td></tr>
<tr><td>Turismo</td><td colspan="2">LP-1 (pawl on left side)</td><td colspan="13"></td></tr>
<tr><td>Voyager</td><td colspan="5">HR-1, LP-1 (pawl on left side)</td><td colspan="5">LP-1 (pawl on left side), VR-6</td><td colspan="5">VR-6</td></tr>
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<table>
<tr><th>PONTIAC</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>1000</td><td colspan="2">VR-3</td><td colspan="13"></td></tr>
<tr><td>6000</td><td colspan="6">HR-1, UO-1</td><td colspan="9"></td></tr>
<tr><td rowspan="2">Bonneville</td><td>BC-1</td><td colspan="5">BC-4, UO-1 (CO-61)</td><td colspan="5">GM-1, UO-1 (CO-61)</td><td colspan="3">HR-2, TC-5</td><td>HR-4, TC-7</td></tr>
<tr><td colspan="15">1987-91: Bell crank is opposite inside lock control button1997+: Horizontal rod in front door, rear of handle, 12" (30.5cm) down, at latch. Rod has netting. 2000+: SIDE IMPACT AIRBAGS.:2000 HR-4 Rear Door (CO-67 Handle)</td></tr>
<tr><td>Fiero</td><td colspan="4">HR-2</td><td colspan="11"></td></tr>
<tr><td>Firebird</td><td colspan="6">HR-1</td><td colspan="9">GM-1, HR-2</td></tr>
<tr><td>Grand AM</td><td colspan="6">HR-1</td><td colspan="7">GM-1, HR-2, UO-1 (CO-59)</td><td colspan="2">HR-4, HR-11, TC-7</td></tr>
<tr><td rowspan="2">Grand Prix 2 Door</td><td colspan="2">HR-1</td><td colspan="9">GM-1, HR-1, UO-1 (CO-61)</td><td colspan="4">HR-1, HR-9, UO-1, GM-1</td></tr>
<tr><td colspan="15">1997+: Front door, many wires, linkages cross.</td></tr>
<tr><td rowspan="2">Grand Prix 4 Door</td><td colspan="4"></td><td colspan="7">GM-1, HR-1</td><td colspan="4">HR-2, HR-9, GM-1</td></tr>
<tr><td colspan="15">1988-96: Hook near latch behind shielding (use light). 1997+: Rear door easier.</td></tr>
<tr><td>LeMans</td><td colspan="2"></td><td colspan="6">VR-1, VR-6</td><td colspan="7"></td></tr>
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<tr><td rowspan="2">Montana Transport</td><td colspan="4"></td><td colspan="5">GM-1, UO-1 (CO-70)</td><td colspan="2">GM-1</td><td colspan="4">HR-2, TC-7</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>Parisienne/ Safari</td><td colspan="4">BC-1, VR-3</td><td colspan="11"></td></tr>
<tr><td>Sunbird</td><td colspan="5">HR-1</td><td colspan="4">UO-1 (CO-61)</td><td colspan="6"></td></tr>
<tr><td>Sunfire</td><td colspan="9"></td><td colspan="6">HR-2, TC-7</td></tr>
<tr><td>Trans AM</td><td colspan="6">HR-1</td><td colspan="9">GM-1, HR-2</td></tr>
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<tr><th>PORSCHE</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">911</td><td colspan="2">BC-1</td><td colspan="11">HR-3, VR-6</td><td colspan="2">HR-3, TC-5</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS. 1984-87: Move bell crank located above latch.</td></tr>
<tr><td rowspan="2">924</td><td></td><td colspan="2">VR-4</td><td colspan="12"></td></tr>
<tr><td colspan="15">Contact linkage approximately 9" (23cm) below weather-stripping.</td></tr>
<tr><td>928</td><td colspan="10">UB-1</td><td colspan="5"></td></tr>
<tr><td>944</td><td colspan="2">VR-4</td><td colspan="4">BC-3</td><td colspan="9"></td></tr>
<tr><td></td><td colspan="15">1983-87: Contact linkage approximately 9" 23cm) below weather-stripping. 1988.95: Bend CO-62 inward, 4" (10cm) from bottom of tool to contact bell crank.</td></tr>
<tr><td rowspan="2">Boxster</td><td colspan="11"></td><td colspan="4">TC-1, TC-5</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS. Unlock car from center console or reach across car.</td></tr>
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<tr><th>RENAULT</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Alliance</td><td colspan="2">PX, VR-3</td><td colspan="13"></td></tr>
<tr><td colspan="15">Contact linkage approximately 9" below weather-stripping.</td></tr>
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<tr><td>*Clio</td><td colspan="5"></td><td colspan="10">VR-6</td></tr>
<tr><td rowspan="2">Encore</td><td>PX, VR-4</td><td colspan="14"></td></tr>
<tr><td colspan="15">Contact linkage approximately 9" below weather-stripping.</td></tr>
<tr><td>*Espace</td><td colspan="15">VR-6</td></tr>
<tr><td>Fuego</td><td>HR-1</td><td colspan="14"></td></tr>
<tr><td>*Laguna</td><td colspan="8"></td><td colspan="7">VR-6</td></tr>
<tr><td>*Medallion</td><td colspan="2"></td><td colspan="2">VR-5</td><td colspan="11"></td></tr>
<tr><td>*Megane</td><td colspan="11"></td><td colspan="4">VR-6</td></tr>
<tr><td>*R5</td><td colspan="7">VR-6</td><td colspan="8"></td></tr>
<tr><td rowspan="2">*R9</td><td>PX, VR-4, VR-6</td><td colspan="14"></td></tr>
<tr><td colspan="15">Contact linkage approximately 9" below weather-stripping.</td></tr>
<tr><td rowspan="2">*R11</td><td>PX, VR-4, VR-6</td><td colspan="14"></td></tr>
<tr><td colspan="15">Contact linkage approximately 9" below weather-stripping.</td></tr>
<tr><td>*R19</td><td colspan="2"></td><td colspan="9">VR-6</td><td colspan="4"></td></tr>
<tr><td>*R21</td><td colspan="10">VR-6</td><td colspan="5"></td></tr>
<tr><td>*R25</td><td colspan="8">VR-6</td><td colspan="7"></td></tr>
<tr><td>*Rapid</td><td colspan="6"></td><td colspan="9">VR-6</td></tr>
<tr><td>*Safrane</td><td colspan="8"></td><td colspan="7">VR-6</td></tr>
<tr><td>*Twingo</td><td colspan="7"></td><td colspan="8">VR-6</td></tr>
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<tr><td>Corniche</td><td colspan="11">TC-1</td><td colspan="4"></td></tr>
<tr><td>Silver Seraph</td><td colspan="13" rowspan="2"></td><td colspan="2" rowspan="2">LS-1</td></tr>
<tr><td></td></tr>
<tr><td>Silver Spur</td><td colspan="13">LS-1</td><td colspan="2"></td></tr>
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<tr><th>ROVER</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*200</td><td colspan="15">UB-1,VR-1, VR-6</td></tr>
<tr><td>*400</td><td colspan="6">LP-2 (pawl on left)</td><td colspan="3">UO-1 (CO-61)</td><td colspan="6">TC-2</td></tr>
<tr><td>*825</td><td></td><td colspan="2">UB-1</td><td colspan="12"></td></tr>
<tr><td>*827</td><td colspan="3"></td><td colspan="3">TC-2, UB-1</td><td colspan="9"></td></tr>
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<table>
<tr><th>SAAB</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">9~3</td><td colspan="13"></td><td colspan="2">VR-6</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">9~5</td><td colspan="13"></td><td colspan="2">VR-6</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>900</td><td colspan="2">LP-2 (pawl on right)</td><td colspan="4">LS-1</td><td colspan="2">UB-1</td><td colspan="5">VR-6</td><td colspan="2"></td></tr>
<tr><td>9000</td><td colspan="13">VR-6</td><td colspan="2"></td></tr>
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<tr><td>EVI</td><td colspan="11"></td><td colspan="4">HR-1</td></tr>
<tr><td>LS Coupe</td><td colspan="14"></td><td>HR-2</td></tr>
<tr><td>LS Wagon</td><td colspan="14"></td><td>HR-2</td></tr>
<tr><td>SC Coupe</td><td colspan="5"></td><td colspan="10">GM-1, HR-1</td></tr>
<tr><td>SL Sedan</td><td colspan="5"></td><td colspan="10">GM-1, HR-1</td></tr>
<tr><td>SW Wagon</td><td colspan="5"></td><td colspan="10">GM-1, HR-1</td></tr>
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<tr><th>SEAT</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*Cordoba</td><td colspan="7"></td><td colspan="8">VR-6</td></tr>
<tr><td>*Ibiza</td><td colspan="7">VR-6</td><td colspan="8"></td></tr>
<tr><td>*Malaga</td><td colspan="4"></td><td colspan="7">VR-6</td><td colspan="4"></td></tr>
<tr><td>*Marbella</td><td></td><td colspan="14">VR-6</td></tr>
<tr><td>*Terra</td><td colspan="3"></td><td colspan="8">VR-6</td><td colspan="4"></td></tr>
<tr><td>*Toledo</td><td colspan="5"></td><td colspan="10">VR-6</td></tr>
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<tr><th>STERLING</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>825</td><td></td><td colspan="2">UB-1</td><td colspan="12"></td></tr>
<tr><td>827</td><td colspan="3"></td><td colspan="3">TC-2, UB-1</td><td colspan="9"></td></tr>
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<tr><th>STERLING</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>825</td><td></td><td colspan="2">UB-1</td><td colspan="12"></td></tr>
<tr><td>827</td><td colspan="3"></td><td colspan="3">TC-2, UB-1</td><td colspan="9"></td></tr>
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<table>
<tr><th>SUBARU</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*Alcyone</td><td colspan="6">HR-6 (pull up)</td><td colspan="9"></td></tr>
<tr><td>*Coupe</td><td colspan="6">HR-6 (pull up)</td><td colspan="9"></td></tr>
<tr><td>DL</td><td colspan="4">HR-4</td><td colspan="11"></td></tr>
<tr><td>Forester</td><td colspan="12"></td><td colspan="3">TC-5, TC-1</td></tr>
<tr><td>GL</td><td colspan="4">HR-4</td><td colspan="11"></td></tr>
<tr><td>Impreza</td><td colspan="7"></td><td colspan="8">HR-1, TH-4, VR-5, TC-5</td></tr>
<tr><td>Justy</td><td colspan="10">HR-3, HR-8</td><td colspan="5"></td></tr>
<tr><td rowspan="2">Legacy</td><td colspan="3"></td><td colspan="3">HR-8</td><td colspan="8">HR-2, TH-4, UO-1, TC-5</td><td>HR-9
CO-72</td></tr>
<tr><td colspan="15">2000: Top rod Forward</td></tr>
<tr><td>*Leone</td><td colspan="3"></td><td colspan="3">HR-8</td><td colspan="3">HR-2,
UO-1 (CO-60)</td><td colspan="6"></td></tr>
<tr><td>*Liberty</td><td colspan="3"></td><td colspan="3">HR-8</td><td colspan="3">HR-2,
UO-1 (CO-60)</td><td colspan="6"></td></tr>
<tr><td>Loyale</td><td colspan="4"></td><td colspan="2">HR-8</td><td colspan="3">HR-2,
UO-1 (CO-60)</td><td colspan="6"></td></tr>
<tr><td>Outback</td><td colspan="9"></td><td colspan="6">UO-1 (CO-61), TC-1</td></tr>
<tr><td>SVX</td><td colspan="6"></td><td colspan="6">UB-1</td><td colspan="3"></td></tr>
<tr><td>XT</td><td colspan="6">HR-6 (pull up)</td><td colspan="9"></td></tr>
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SUZUKI	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Esteem											UB-1, VR-6				
Grand Vitara														LS-1, VR-6	
Samurai	UB-1, VR-6														
Sidekick				UB-1, VR-6											
*Sierra	UB-1, VR-6														
Swift				HR-4			UO-1, TC-7								
*Vitara			UB-1, VR-6												
X-90											UB-1, VR-6				

TOYOTA	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
4-Runner	LS-1, VR--1, VR-5, VR-6					UB-1, VR-3, VR-6, TC-2, TC-7									
	Rubber tube over vertical rods present on later model vehicles. 1991+: Lift cam under guard box.														
*Apollo									HR-4, BC-5						
*Aristo								UO-1, (CO-61 on rear door)							
Avalon										UO-1, (CO-60), TC-7					
	1998+: SIDE IMPACT AIRBAGS. 1995+ UO-1: Use CO-60 on rear door.														
Camry	VR-1 VR-5 VR-6	HR-4, HR-8				BC-5, HR-4						BC-5, UO-1, TC-7			
	1998+: SIDE IMPACT AIRBAGS. Newer vehicles have auto relock feature, lift handle 1/4 of a second after manipulating lock to open door. Alarm will sound. If unsuccessful, wait for alarm to reset (2-1/2 to 4 minutes) try again. 1992-96 HR-4: Rear door. 1997+: UO-1 (CO-61 on rear door.)														

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<tr><td rowspan="2">*Carina</td><td colspan="8">HR-3</td><td colspan="2">HR-4
VR-6</td><td colspan="5">TH-4, VR-6</td></tr>
<tr><td colspan="15">1996+ TH-4: rear passenger door. Use rear slot in front of clip.</td></tr>
<tr><td rowspan="2">Celica</td><td colspan="4">HR-3</td><td colspan="4">HR-4</td><td colspan="6">HR-8, TC-1</td><td>TC-1</td></tr>
<tr><td colspan="15">1994+ (some 93's): Push down on bell crank of lower rod. Bell crank is covered with plastic shield. 2000+ OPTIONAL SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">*Celsior</td><td colspan="4"></td><td colspan="11">UO-1 (CO-61)</td></tr>
<tr><td colspan="15">Because of the auto relock feature you must lift handle 1/4 of a second after manipulating lock to open door. Alarm will sound. If unsuccessful, wait for alarm to reset 2 1/2 to 4 minutes), try again.</td></tr>
<tr><td rowspan="2">Corolla 2 Dr</td><td colspan="3">HR-3</td><td colspan="3">HR-3, HR-10</td><td colspan="9"></td></tr>
<tr><td colspan="15">The lower bell crank and linkage is accessible at the lower inside portion of the linkage due to a plastic shield. Push bell crank rather than trying to bind with hook on tool.</td></tr>
<tr><td rowspan="2">Corolla 4 Dr</td><td colspan="8">HR-3 (use rear door)</td><td colspan="2">HR-4,
VR-6</td><td colspan="5">TH-4, VR-6, TC-7</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS. 1994-95 HR-4: Rear door, 5" (12.5cm) in front of rear vent window. Lower rod encapsulated in plastic, bind hard. 1994-95 VR-6: Front door, Lift on rod at bottom of protected vertical rod. 1996+ TH-4: Rear passenger door. Use rear slot in front of clip. 1996+: TC -2* Sepearate door from frame with Air Wedge and use CO-76 to grab and pull up.</td></tr>
<tr><td>Cressida</td><td colspan="3">VR-1, VR-5,
VR-6</td><td colspan="3">HR-3 (rear door)</td><td colspan="9"></td></tr>
<tr><td>Echo</td><td colspan="14"></td><td>TC-7</td></tr>
<tr><td>*Estima Lucida</td><td colspan="5"></td><td colspan="10">BC-5</td></tr>
<tr><td>*Hilux</td><td colspan="5">LS-1, VR--1, VR-5, VR-6</td><td colspan="10">LS-1, PX</td></tr>
<tr><td rowspan="2">Land Cruiser</td><td colspan="4">VR-1, VR-5, VR-6</td><td colspan="7">HR-3 (rear door), GM-1 (driver's door)</td><td colspan="4">HR-3</td></tr>
<tr><td colspan="15">1990-96 GM-1: Driver's door.</td></tr>
<tr><td>MR-2</td><td colspan="5"></td><td colspan="5">TC-1</td><td colspan="5"></td></tr>
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<tr><td>Paseo</td><td colspan="6"></td><td colspan="7">HR-8</td><td colspan="2"></td></tr>
<tr><td>Pickup DX/ SR5/Tacoma</td><td colspan="5">LS-1, VR-1, VR-5, VR-6</td><td colspan="10">LS-1, PX</td></tr>
<tr><td>Previa</td><td colspan="5"></td><td colspan="7">BC-5</td><td colspan="3"></td></tr>
<tr><td>RAV4</td><td colspan="10"></td><td colspan="5">HR-10, UO-1</td></tr>
<tr><td>Sienna</td><td colspan="12"></td><td colspan="3">TC-7</td></tr>
<tr><td>Supra</td><td colspan="7">HR-8</td><td colspan="6">TC-1</td><td colspan="2"></td></tr>
<tr><td rowspan="2">*Soarer</td><td colspan="6"></td><td colspan="9">TC-2, UO-1 (CO-61)</td></tr>
<tr><td colspan="15">Because of the auto relock feature you must lift handle 1/4 of a second after manipulating lock to open door. Alarm will sound. If unsuccessful, wait for alarm to reset 2 1/2 to 4 minutes), try again.</td></tr>
<tr><td rowspan="2">Solara</td><td colspan="13"></td><td colspan="2">TC-5</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>T100</td><td colspan="7"></td><td colspan="6">HR-8, BC-5</td><td colspan="2"></td></tr>
<tr><td>*Tarago</td><td colspan="5"></td><td colspan="10">BC-5</td></tr>
<tr><td>Tercel 2 Dr</td><td colspan="9">HR-8</td><td colspan="5">VR-6</td><td></td></tr>
<tr><td>Tercel 4 Dr</td><td colspan="5"></td><td colspan="9">VR-2</td><td></td></tr>
<tr><td>Tundra</td><td colspan="13"></td><td colspan="2">LS-1, BC-5, TC-7</td></tr>
<tr><td>Van</td><td colspan="2">LS-1,UB-1 VR-3,VR-6</td><td colspan="2">LS-1, UB-1 VR-6</td><td colspan="11"></td></tr>
<tr><td rowspan="2">*Windom</td><td colspan="6"></td><td colspan="9">TC-2, UO-1 (CO-61)</td></tr>
<tr><td colspan="15">Because of the auto relock feature you must lift handle 1/4 of a second after manipulating lock to open door. Alarm will sound. If unsuccessful, wait for alarm to reset 2 1/2 to 4 minutes), try again.</td></tr>
</table>

*Vehicles not sold in the USA

MODEL INDEX

<table>
<tr><th>VAUXHALL</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>*Astra</td><td colspan="2"></td><td colspan="6">VR-6</td><td colspan="7"></td></tr>
<tr><td>*Calibra</td><td colspan="8"></td><td>VR-6</td><td colspan="6"></td></tr>
<tr><td>*Corsa</td><td colspan="5">VR-6</td><td colspan="10"></td></tr>
<tr><td>*Frontera</td><td colspan="4"></td><td colspan="11">UB-1, VR-6</td></tr>
<tr><td>*Monterey</td><td colspan="15">UB-1, VR-1, VR-5, VR-6</td></tr>
<tr><td>*Vectra</td><td colspan="5">VR-6</td><td colspan="10"></td></tr>
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<table>
<tr><th>VOLKSWAGEN</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Beetle</td><td colspan="12"></td><td colspan="3">TC-5</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>*Bus</td><td colspan="6">VR-3</td><td></td><td colspan="3">UB-1</td><td colspan="5"></td></tr>
<tr><td rowspan="2">Cabrio</td><td colspan="10"></td><td colspan="5">VR-6, LS-1, VR-3, TC-5</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td>Cabriolet</td><td colspan="10">UB-1</td><td colspan="5"></td></tr>
<tr><td>*Caravelle</td><td colspan="7"></td><td colspan="5">UB-1</td><td colspan="3"></td></tr>
<tr><td>Corrado</td><td colspan="2"></td><td colspan="8">BC-1</td><td colspan="5"></td></tr>
<tr><td>Euro Van</td><td colspan="7"></td><td colspan="5">UB-1</td><td></td><td colspan="2">LS-1, UB-1</td></tr>
<tr><td>Fox</td><td></td><td colspan="7">LS-1</td><td colspan="7"></td></tr>
<tr><td rowspan="2">Golf</td><td colspan="7">VR-3, VR-6</td><td colspan="6">VR-6, TC-5, LS-1, VR-3</td><td colspan="2">TC-7, VR-6</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS. 1993+ Golf III/GTI: Vertical rods more accessible in rear doors.</td></tr>
</table>

*Vehicles not sold in the USA.

MODEL INDEX

<table>
<tr><th>VOLKSWAGEN</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">Jetta</td><td colspan="7">VR-3. VR-6</td><td colspan="6">VR-6, LS-1, VR-3,HR-5</td><td colspan="2">TC-7, VR-6</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS. 1993+: Vertical rods more accessible in rear doors.</td></tr>
<tr><td rowspan="2">Passat</td><td colspan="4">VR-3, VR-6</td><td colspan="11">BC-1, VR-6</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS</td></tr>
<tr><td>Quantum</td><td colspan="5">VR-3, VR-6</td><td colspan="10"></td></tr>
<tr><td>*Santana</td><td colspan="5">VR-3, VR-6</td><td colspan="10"></td></tr>
<tr><td>Scirocco</td><td colspan="5">VR-3, VR-6</td><td colspan="10"></td></tr>
<tr><td>*Van</td><td colspan="6">VR-3</td><td colspan="9"></td></tr>
<tr><td>Vanagon</td><td colspan="6">VR-3</td><td colspan="9"></td></tr>
<tr><td>*Vento</td><td colspan="6"></td><td colspan="9">VR-6</td></tr>
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<table>
<tr><th>VOLVO</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">240 DL/GL</td><td colspan="8">BC-1, HR-3, VR-3</td><td colspan="7"></td></tr>
<tr><td colspan="15">1982-93: Hook bell crank lever near latch. Do not hook return spring near lock pawl.</td></tr>
<tr><td>740</td><td colspan="7">LS-1</td><td colspan="8"></td></tr>
<tr><td rowspan="2">760</td><td colspan="4">VR-3</td><td colspan="11"></td></tr>
<tr><td colspan="15">1983-89: Hook bell crank lever near latch. Do not hook return spring near lock pawl.</td></tr>
<tr><td>780</td><td colspan="2"></td><td colspan="5">TC-2</td><td colspan="8"></td></tr>
<tr><td rowspan="2">850</td><td colspan="5"></td><td colspan="7">LS-1, UB-1</td><td colspan="3"></td></tr>
<tr><td colspan="15">1995+: SIDE IMPACT AIRBAGS.</td></tr>
</table>

*Vehicles not sold in the USA

MODEL INDEX

<table>
<tr><th>VOLVO</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td rowspan="2">940/960</td><td colspan="4"></td><td colspan="8">LS-1, UB-1</td><td colspan="3"></td></tr>
<tr><td colspan="15">960 - 1996+: SIDE IMPACT AIRBAGS. 1991-94: May have to remove weather stripping on passenger side of door for UB-1.</td></tr>
<tr><td rowspan="2">C70</td><td colspan="11"></td><td colspan="4">TC-5</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">S40</td><td colspan="14"></td><td>TC-7, VR-6</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">S70</td><td colspan="11"></td><td colspan="4">TC-5, LS-1</td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">S80</td><td colspan="13"></td><td colspan="2">LS-1</td></tr>
<tr><td colspan="15">1999+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">S90/V90</td><td colspan="11"></td><td colspan="2">TC-5</td><td colspan="2"></td></tr>
<tr><td colspan="15">1998+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">V40</td><td colspan="14"></td><td>TC-7, VR-6</td></tr>
<tr><td colspan="15">2000+: SIDE IMPACT AIRBAGS.</td></tr>
<tr><td rowspan="2">V70/AWD</td><td colspan="11"></td><td colspan="4">TC-5, LS-1</td></tr>
<tr><td colspan="15">1997 AWD and 1998+ V70: SIDE IMPACT AIRBAGS.</td></tr>
</table>

<table>
<tr><th>YUGO</th><th>1986</th><th>1987</th><th>1988</th><th>1989</th><th>1990</th><th>1991</th><th>1992</th><th>1993</th><th>1994</th><th>1995</th><th>1996</th><th>1997</th><th>1998</th><th>1999</th><th>2000</th></tr>
<tr><td>All Models</td><td colspan="2"></td><td colspan="5">BC-1, TV-1</td><td colspan="8"></td></tr>
<tr><td></td><td colspan="15">No locks on vents.</td></tr>
</table>

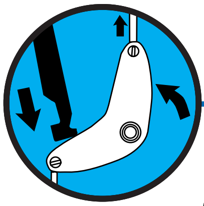
*Vehicles not sold in the USA.

MODEL INDEX

ZASTAVA	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
*All Models			BC-1, TV-1												
	No locks on vents.														

*Vehicles not sold in the USA

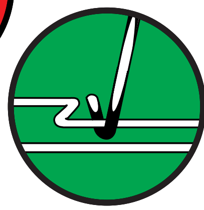
Opening Method Index



Bell Crank Method: BC



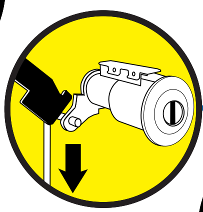
General Motors Latch Method: GM



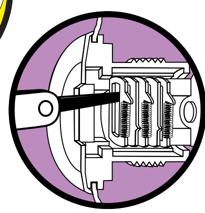
Horizontal Rod Method: HR



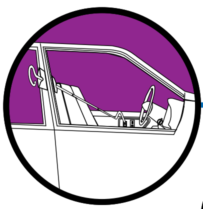
Lasso Method: LS



Lazy Pawl Method: LP



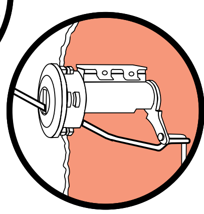
Lock Picking Method: PX



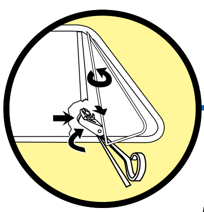
Through Car Method: TC



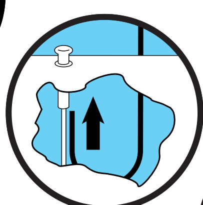
Through Handle Method: TH



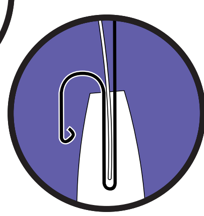
Through Lock Method: TL



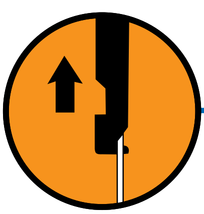
Through Vent Method: TV



Under Button Method: UB



Under & Over Method: UO



Vertical Rod Method: VR

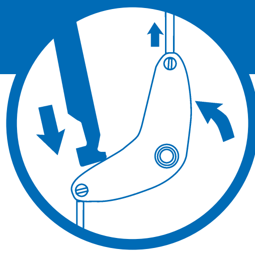
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BC • BC • BC • BC •



Bell Crank Method

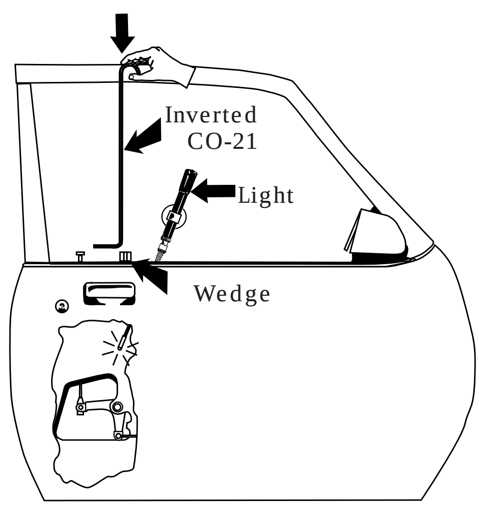
Bell Crank Method



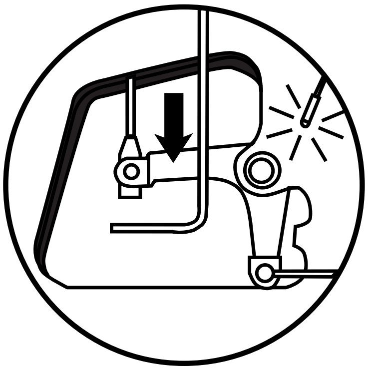
TECHNIQUE BC-1

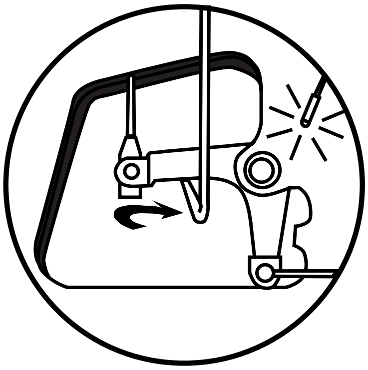
Recommended Tool:			
CO-21 Handle (as shown)			
Optional Tools:			
CO-10	CO-11	CO-20	CO-40 Handle
CO-56	CO-62	CO-74	

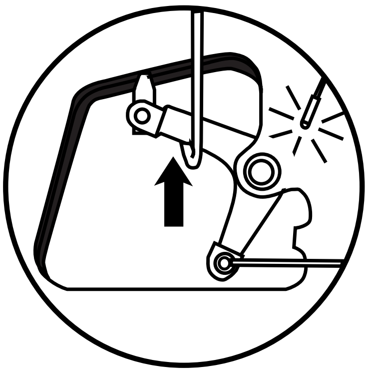
1 Insert wedge(s) between glass and weather stripping in front of the door handle. Insert light. Locate opening for bell crank.



PASSENGER DOOR





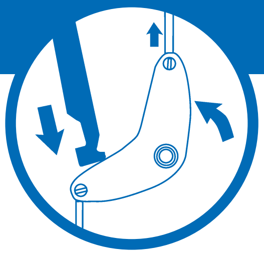


2 Opening for bell crank is 8 to 12 inches (20 to 30.5cm) down, in line with outside door handle. Lower tool under the bell crank.

3 With tool in position under the bell crank, rotate the handle of the tool clockwise. The tip of the tool is now in the correct position.

4 Lift up the tool to unlock the door.

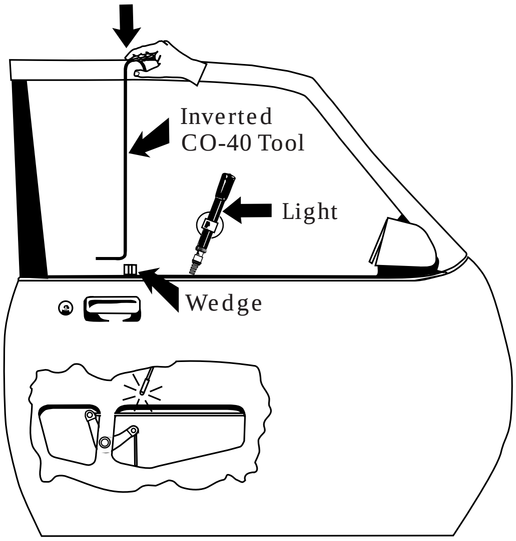
Bell Crank Method



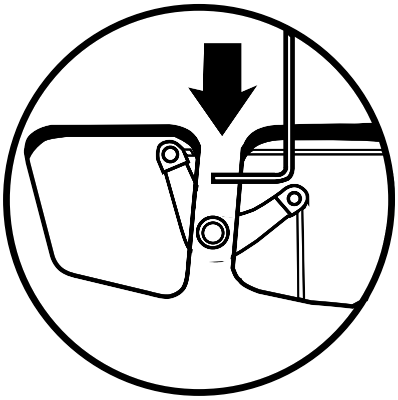
Technique BC-2

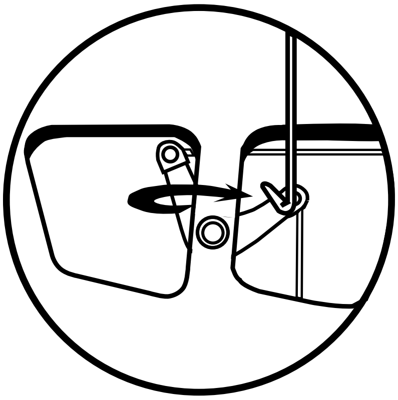
Recommended Tool:			
CO-40 Handle (as shown)			
Optional Tools:			
CO-10	CO-11	CO-20	CO-21 Handle
CO-56	CO-62	CO-74	CO-24

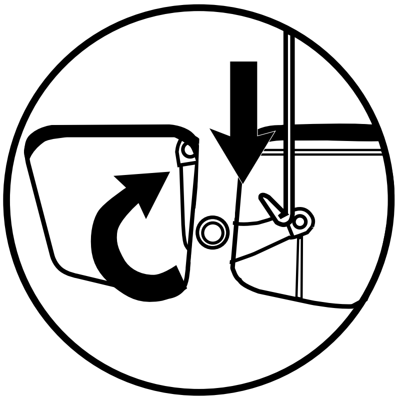
1 Insert wedge(s) between glass and weather stripping in front of the outside door handle. Insert light. Locate the opening for the bell crank.



PASSENGER DOOR





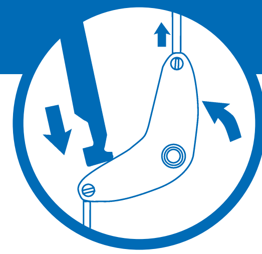


2 Opening for the bell crank is 8 to 10 inches (20 to 30.5cm) down below the handle. Lower the tool down to the bell crank area.

3 After locating the bell crank, rotate the handle of the tool clockwise. Position the tip of the tool on top of the bell crank.

4 Push down on the bell crank lever at the rod connection, unlocking door.

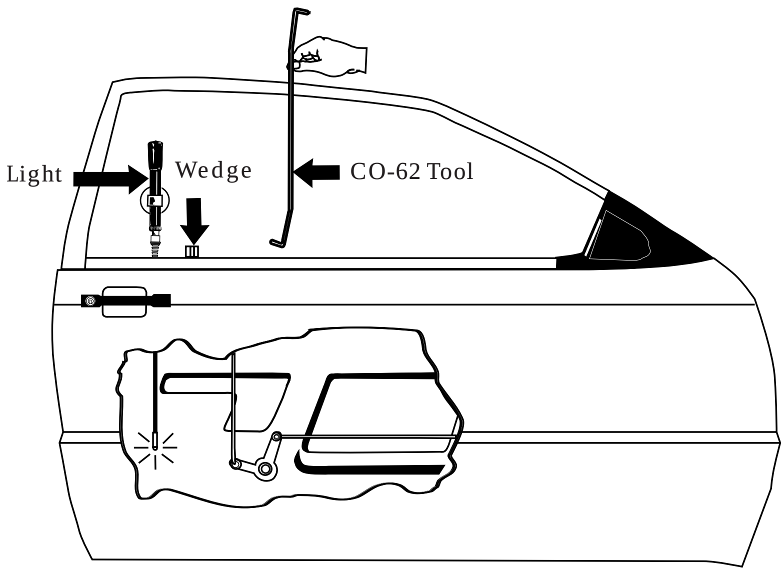
Bell Crank Method



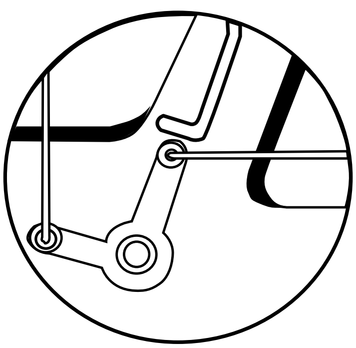
Technique BC-3

Recommended Tool:	
CO-62	
Optional Tools:	
CO-20	**CO-21 Handle**
CO-56	**CO-74**

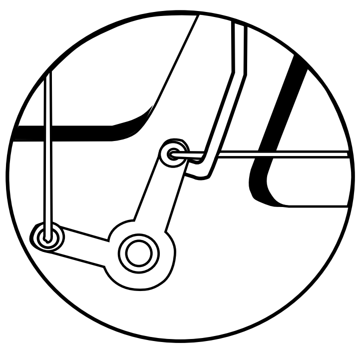
1 Insert wedge(s) between the glass and weather stripping in front of the door handle. Insert light.



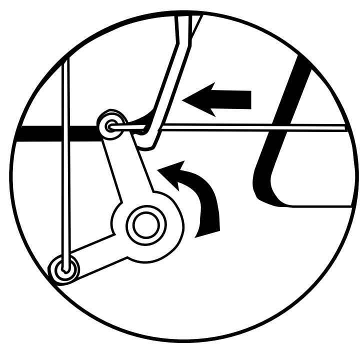
PASSENGER DOOR



2 Lower the tool and locate the opening for the bell crank 6 to 12 inches (15 to 30.5cm) down in the door.

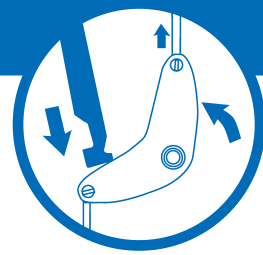


3 Position the tool in front of the bell crank. Hook the tool to the bell crank lever.



4 Move the bell crank towards the rear of the vehicle, unlocking the door.

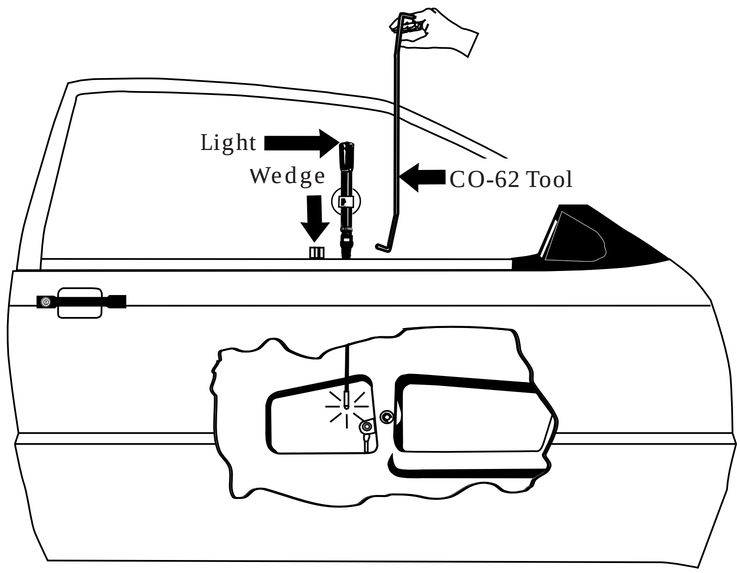
Bell Crank Method



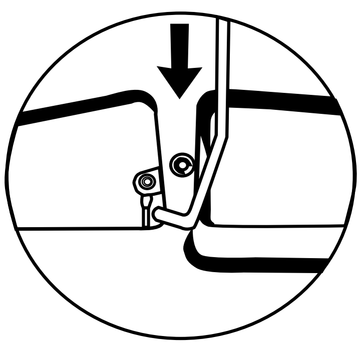
TECHNIQUE BC-4

Recommended Tool:		
CO-62		
Optional Tools:		
CO-20	CO-21 Handle	CO-40 Handle
CO-56	CO-74	

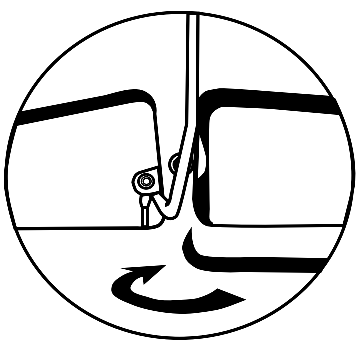
1 Insert wedge(s) in line with the inside lock control, between the glass and weather stripping. Insert light and locate the opening for the bell crank directly behind the inside lock control button.



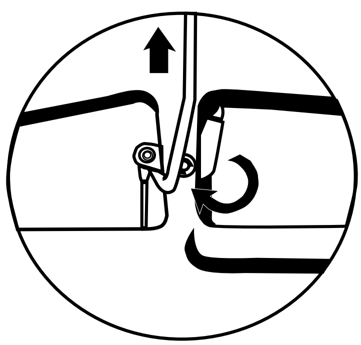
PASSENGER DOOR



2 Lower the tool directly behind the inside lock control button.

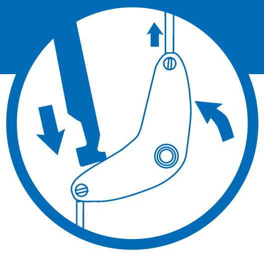


3 Position tool under bell crank behind inside lock control button. Watch button for movement, this will indicate correct area.



4 When tool is in proper position under bell crank, lift up to unlock door.

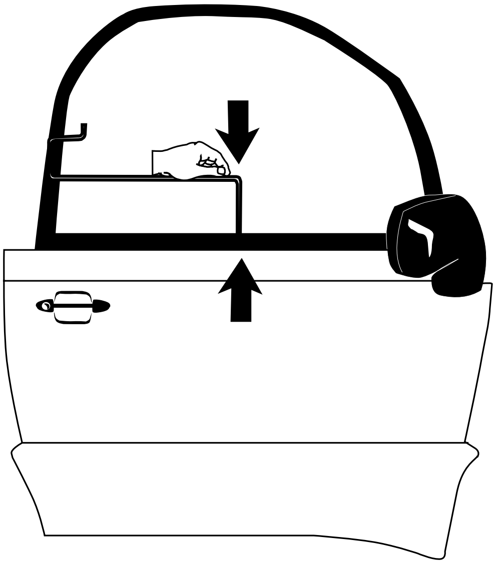
Bell Crank Method



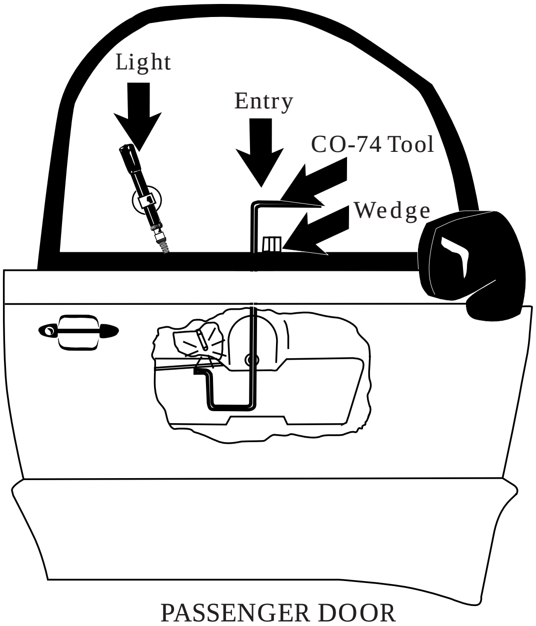
Technique BC-5

Recommended Tool:
CO-74 (as shown)
Optional Tools:

NOTE: The approximate working distance for the Toyota Previa and Tarajo will be the length of the tool from the rear edge of the window. Approximately 13 to 14 inches (33 to 35.5cm).



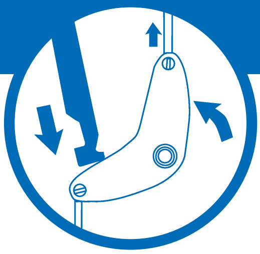
1 Insert wedge(s) between the glass and weather stripping. Insert the tool with the handle facing the front of the vehicle.



PASSENGER DOOR

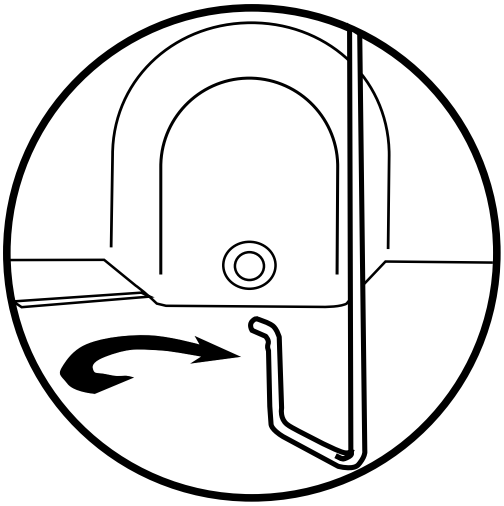
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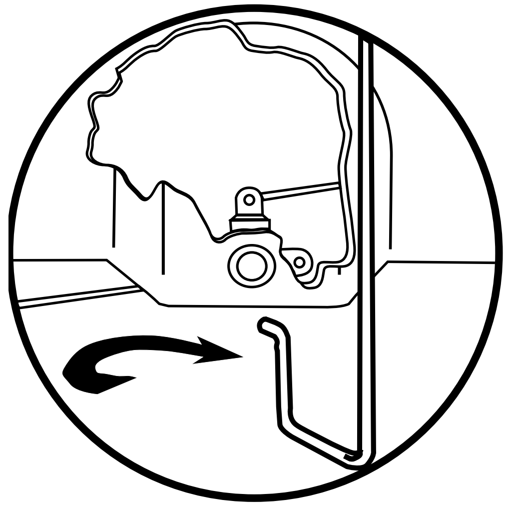


Bell Crank Method

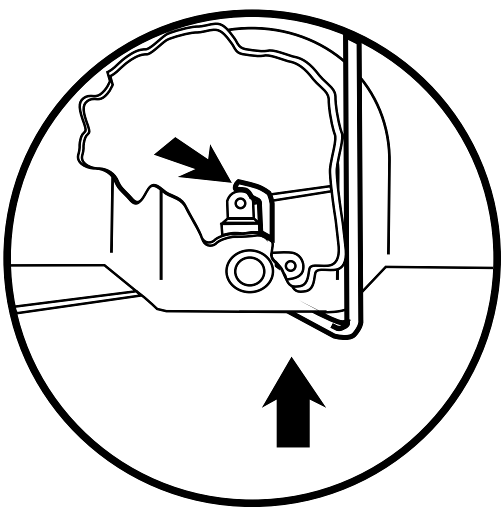
Technique BC-5



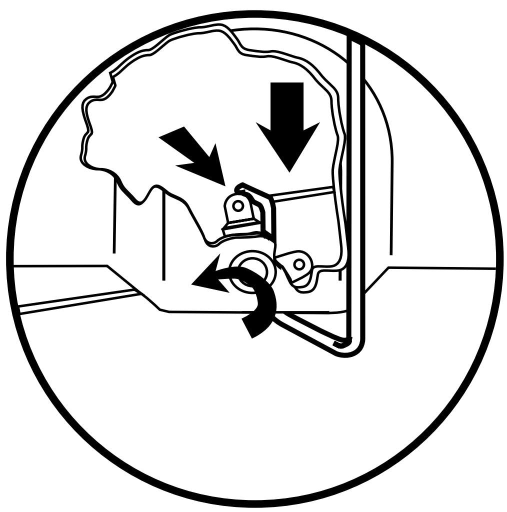
2 Lower tool halfway into door, approximately 7 inches (18cm).



3 At approximately 7 inches (18cm) down, rotate the tool clockwise 45 degrees. (Inspection light may be useful in positioning tool.)

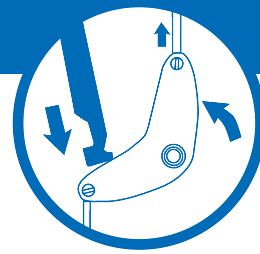


4 Lift tool 2 inches (5cm) from down position, then turn counter-clockwise 10 degrees. Tool will stop when it engages back of bell crank.



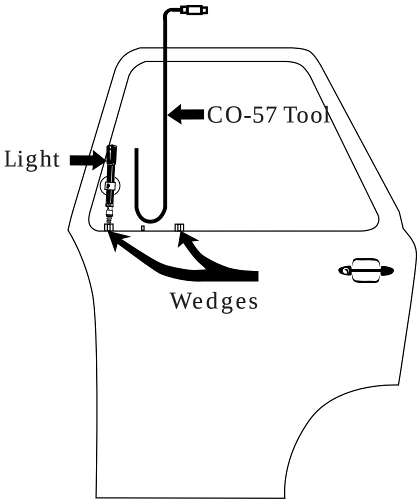
5 Gently push down on tool, and bell crank will unlock vehicle. (To remove tool, reverse procedure.)

Bell Crank Method

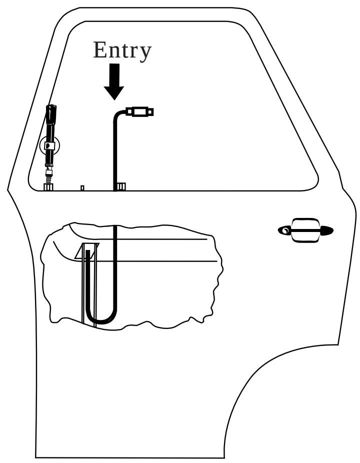


Technique BC-6

Recommended Tool:
CO-57 (as shown)
Optional Tools:

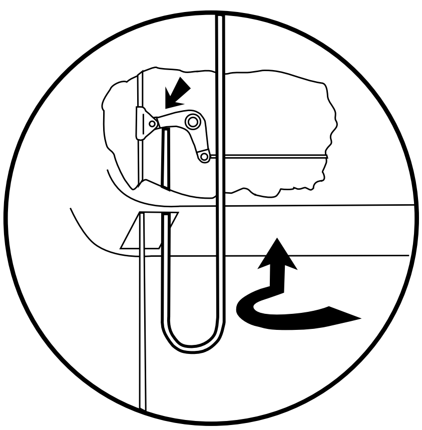


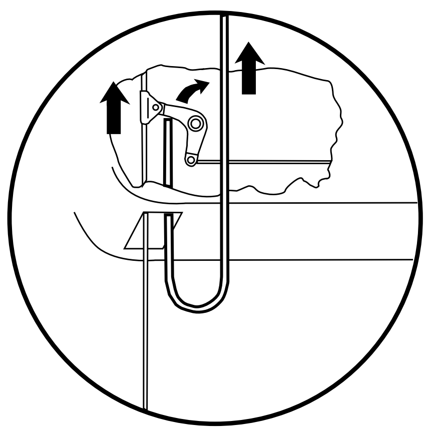
DRIVER'S REAR DOOR



1 Gently wedge the weather stripping away from the glass near the vehicle lock button. Use an inspection light to avoid obstructions.

2 Lower the tool beneath the inner door panel ledge. Locate, by feel and inspection light, the vertical rod to the inside lock button.





3 Raise tool upward and through small access hole to bell crank.

4 Lift bell crank to unlock vehicle. Remove tool by reverse procedure.

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GM • GM • GM • GM



General Motors Latch Method

GM

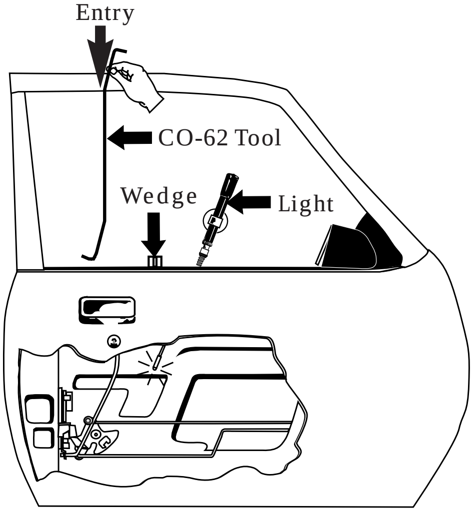
General Motors Latch Method



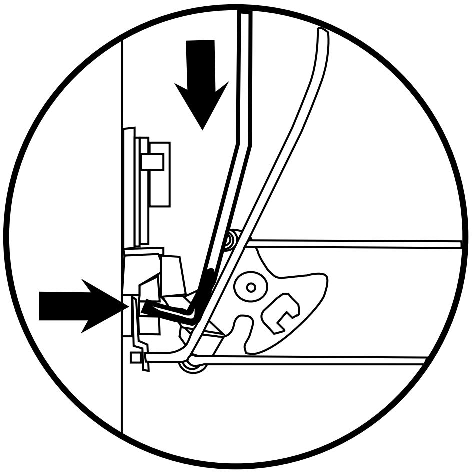
TECHNIQUE GM-1

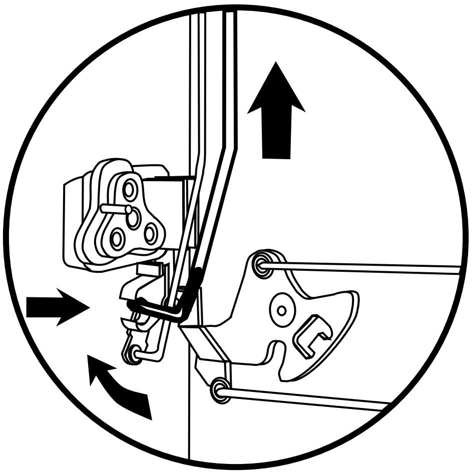
Recommended Tool:
CO-62 (as shown)
Optional Tools:

1 Insert wedge(s) between the glass and weather stripping. Insert light and follow the outside handle linkage rod to the latch. Locate the lower part of the latch.



PASSENGER DOOR





2 Lower the tool down the left edge of the door. Locate the locking cam between the extension handle, linkage, and linkage rod, which connects to the lock cylinder pawl. The locking cam is a white "C" shaped lever on the bottom of the latch.

3 Position tool on or under the locking cam and lift up on the cam, unlocking the car.

NOTE: Do not use excessive force with this or any other opening technique. It will result in disconnected linkage.

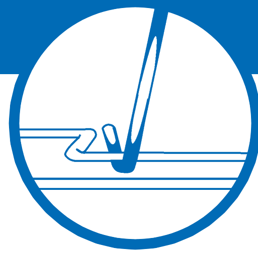
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Horizontal Rod Method

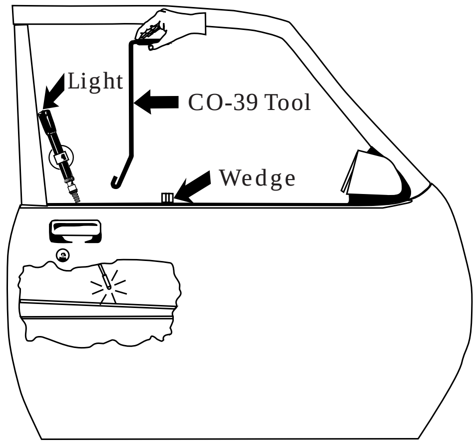
Horizontal Rod Method

TECHNIQUE HR-1

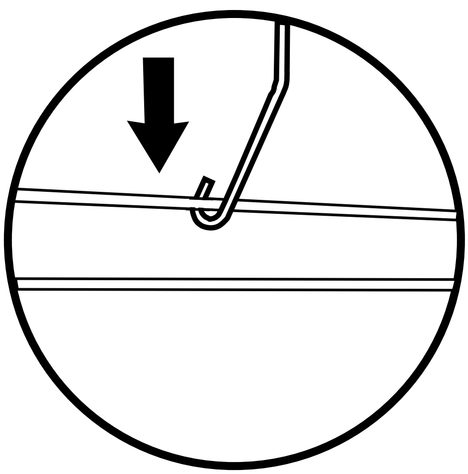


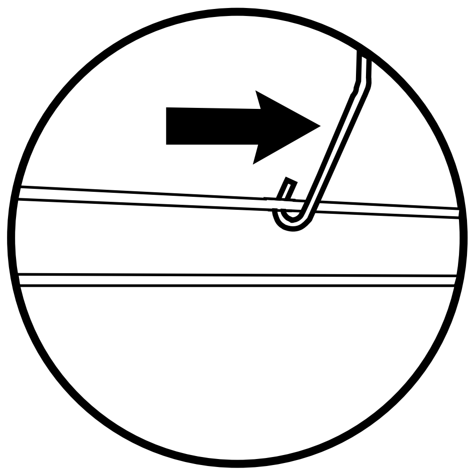
Recommended Tool:			
CO-39 (as shown)			
Optional Tools:			
CO-67	CO-68	CO-71	CO-72
CO-75			

1 Insert wedge(s) in front of the handle and insert light.



PASSENGER DOOR





2 Locate the upper horizontal rod. Lower the tool near the front edge of the handle. Hook the tool to the upper rod.

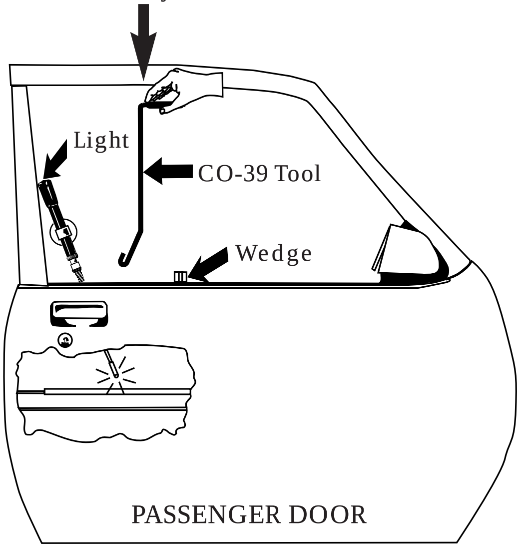
3 After hooking the upper rod, bind and move it forward, unlocking the door.
NOTE: Turn the tool handle to bind the lock rod.

Horizontal Rod Method

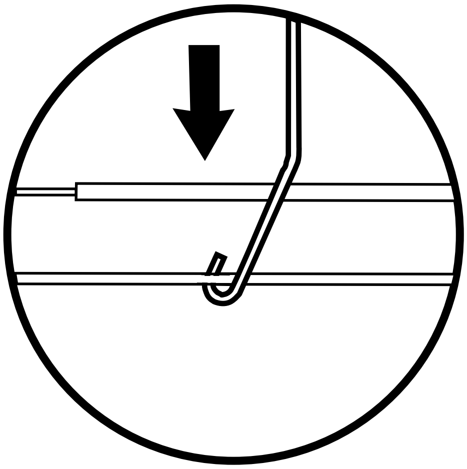


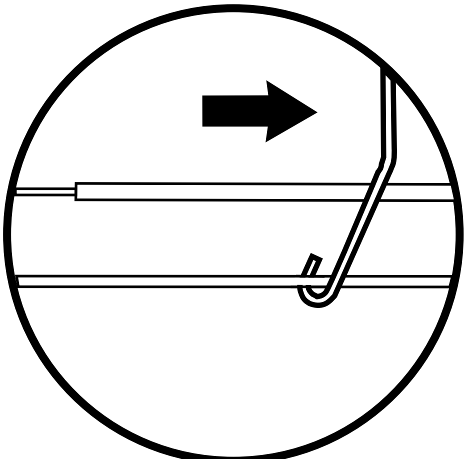
TECHNIQUE HR-2

Recommended Tool:			
CO-39 (as shown)			
Optional Tools:			
CO-67	**CO-68**	**CO-71**	**CO-72**
CO-75			



1 Insert wedge(s) in front of the door handle, between the glass and weather stripping. Insert light.





2 Locate the lower horizontal rod. Lower the tool in front of the handle and hook the lower horizontal rod.

3 Hook and bind the lower rod and move it forward to unlock the door.

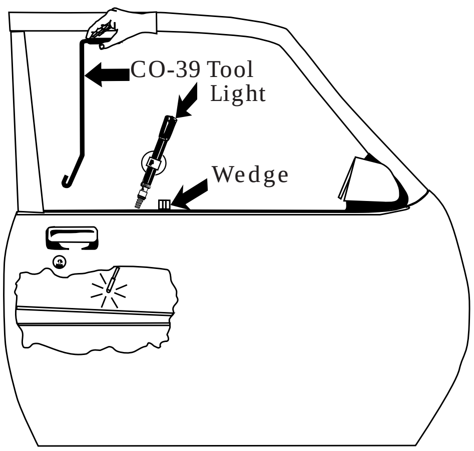
NOTE: Turn the tool handle to bind the lock rod.

Horizontal Rod Method

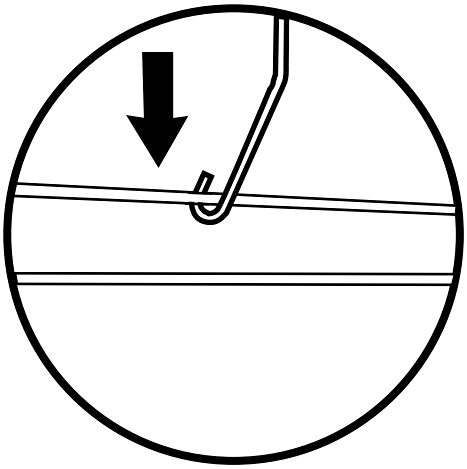
Technique HR-3

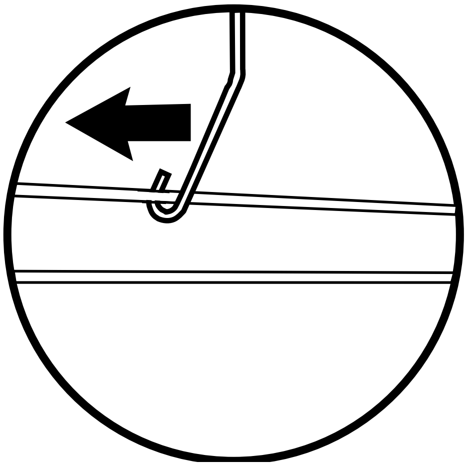
Recommended Tool:			
CO-39 (as shown)			
Optional Tools:			
CO-67	CO-68	CO-71	CO-72
CO-75			

1 Insert wedge(s) in front of the handle, between the glass and weather stripping. Insert light.



PASSENGER DOOR





2 Locate the upper horizontal rod. Lower the tool at the front edge of the handle. Hook the upper rod.

3 After hooking the upper rod, bind and move it toward the rear of the car, unlocking the door.

NOTE: Turn the tool handle to bind the lock rod.

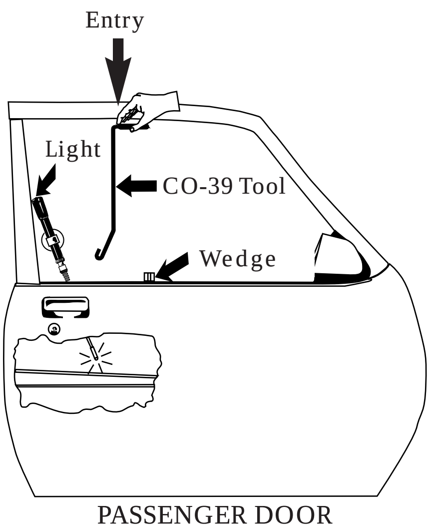
Horizontal Rod Method

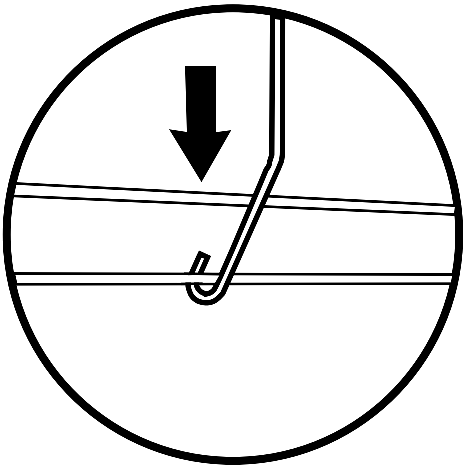


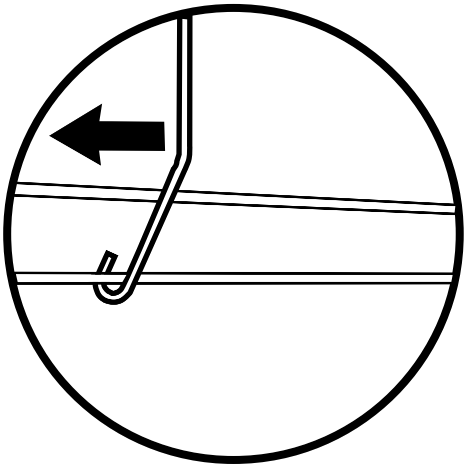
Technique HR-4

Recommended Tool:			
CO-39 (as shown)			
Optional Tools:			
CO-67	**CO-68**	**CO-71**	**CO-72**
CO-75			

1 Insert wedge(s) between the glass and weather stripping, in front of the door handle. Insert light.





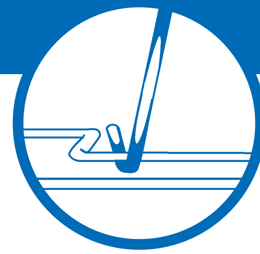


2 Locate the lower horizontal rod.
Lower the tool in front of the handle. Hook the tool to the lower horizontal rod.

3 After hooking the lower rod, bind and move it toward the rear of car, unlocking the door.

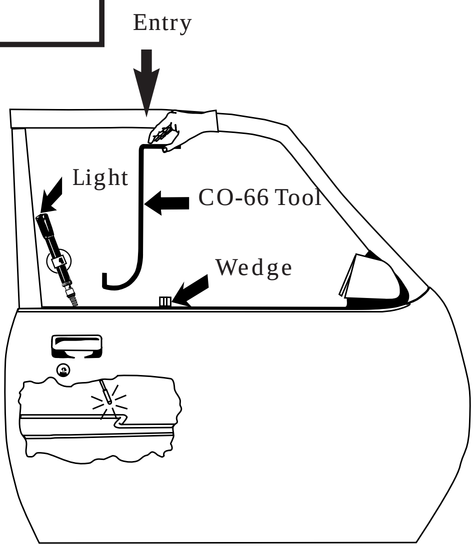
NOTE: Turn the tool handle to bind the lock rod.

Horizontal Rod Method



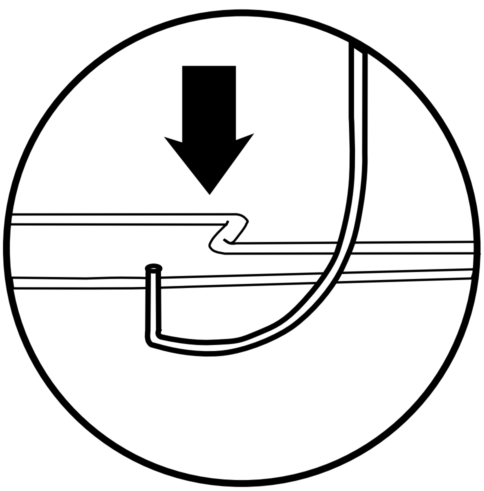
Technique HR-5

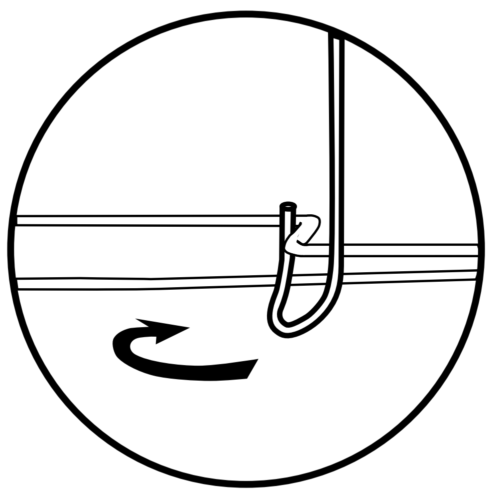
Recommended Tool:		
CO-66 (as shown)		
Optional Tools:		
CO-10	CO-62	CO-71
CO-72	CO-24	



PASSENGER DOOR

1 Insert wedge(s) between the glass and weather stripping, in front of the outside door handle. Insert light.





2 Locate the offset on the horizontal rod.
Lower the tool in front of the outside door handle.

3 Hook the offset horizontal linkage and move it forward, unlocking the door.

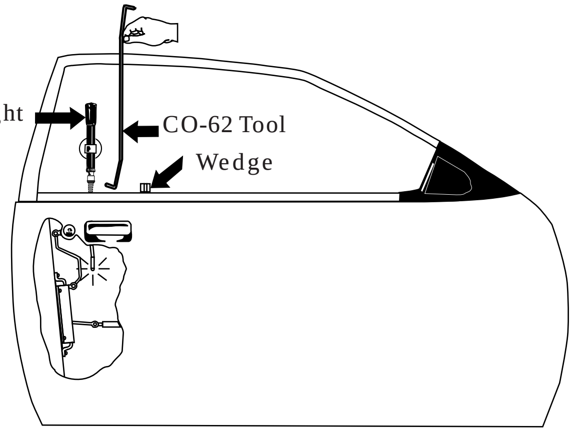
Horizontal Rod Method

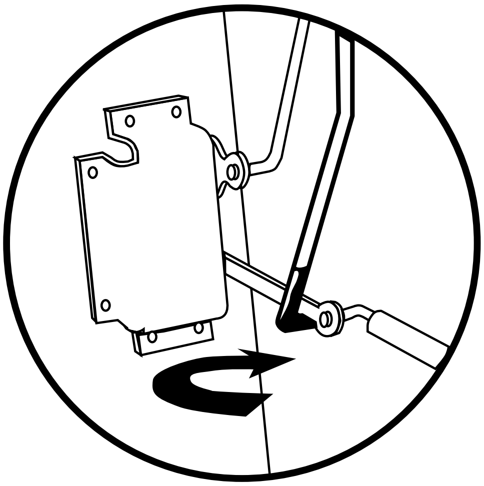


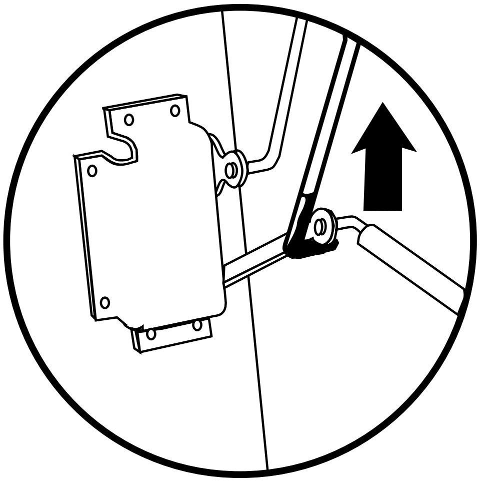
TECHNIQUE HR-6

Recommended Tool:			
CO-62 (as shown)			
Optional Tools:			
CO-20	**CO-21 Handle**	**CO-40**	**CO-56**

1 Insert wedge(s) between the glass and weather stripping, in front of the outside door handle. Insert light.







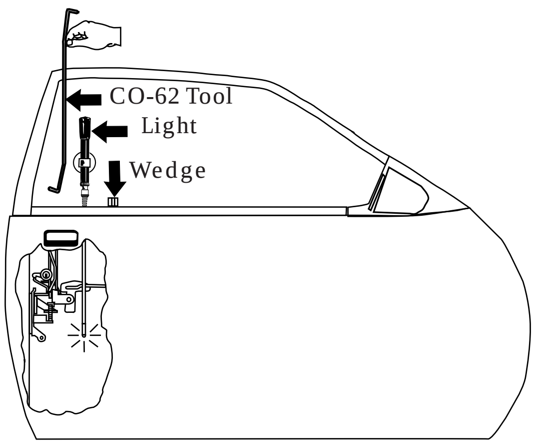
2 Locate the linkage 9 to 14 inches (23 to 35.5cm) below the vertical rod, which is connected to the handle. Lower the tool and hook the horizontal linkage lever attached to the latch.

3 Locate the tool under the linkage and pull up, unlocking the door.

Horizontal Rod Method

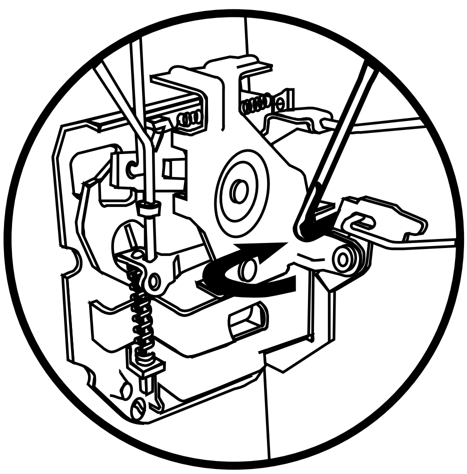
Technique HR-7

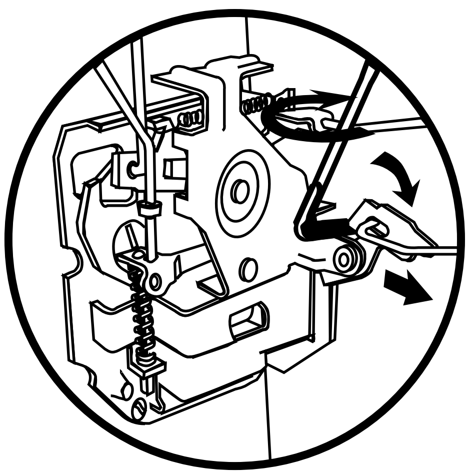
Recommended Tool:	
CO-62 (as shown)	
Optional Tools:	
CO-20	CO-56



PASSENGER DOOR

1 Insert wedge(s) between the glass and weather stripping, in front of the outside door handle. Insert light and locate the latch area.





2 Locate the horizontal rod connected at the latch. Lower tool at the left corner of the door at the center of the handle.

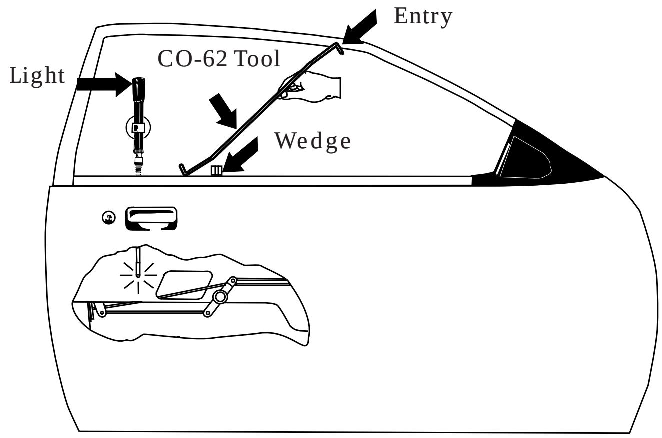
3 Lower the tool directly into the latch area. Contact the horizontal rod, connected at the latch. Rotate the tool contacting the latch lever. Move it forward, unlocking the door.

(Turn the tool clockwise to unlock the latch.)

Horizontal Rod Method

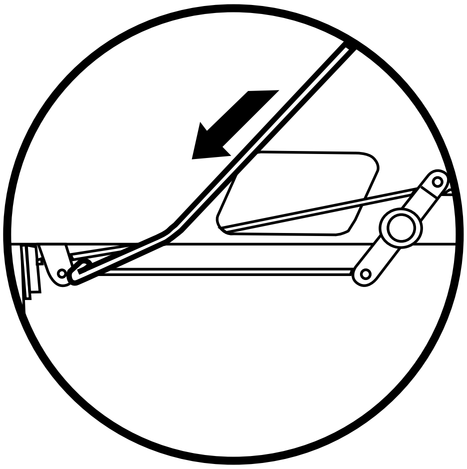
Technique HR-8

Recommended Tool:	
CO-62 (as shown)	
Optional Tools:	
CO-20	**CO-21 Handle**
CO-40 Handle	**CO-56**

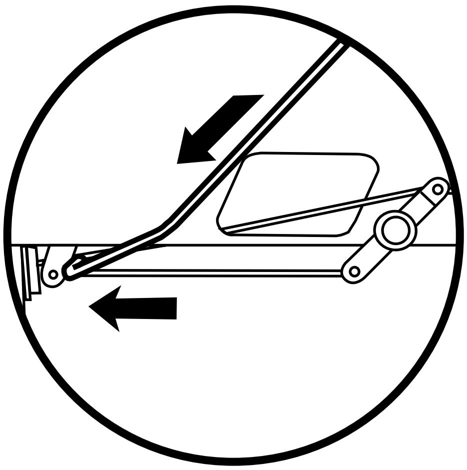


PASSENGER DOOR

1 Insert wedge(s) between the glass and weather stripping, in front of the outside door handle. Insert light.



2 Locate the upper horizontal rod. Insert the tool on an angle toward the latch area.



3 Push down and rearward at the junction of the horizontal rod and the latch, unlocking the door.

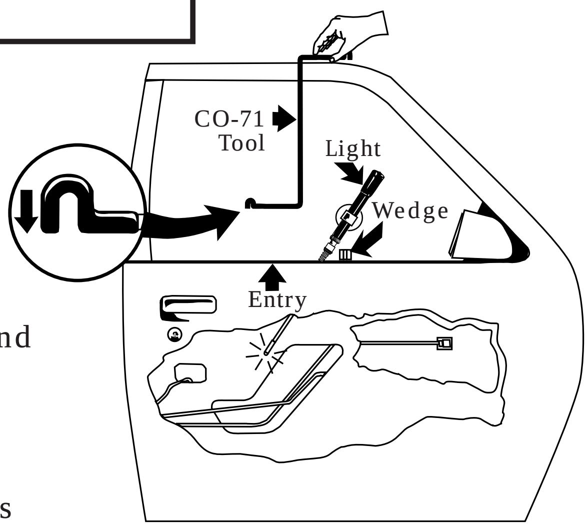
Horizontal Rod Method

Technique HR-9 (Front)

Recommended Tool:
CO-71 (as shown)
Optional Tools:
CO-72   CO-39

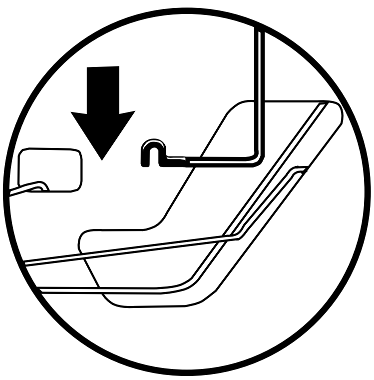
Warning:

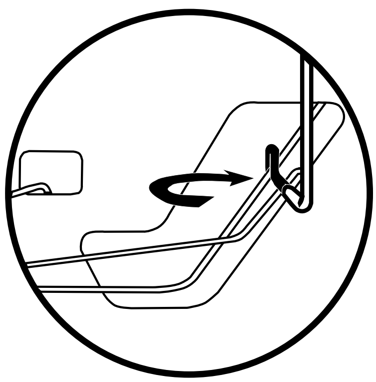
On many models, there are power cables in the vicinity of the linkage. Always use a probe light and caution when unlocking these vehicles.

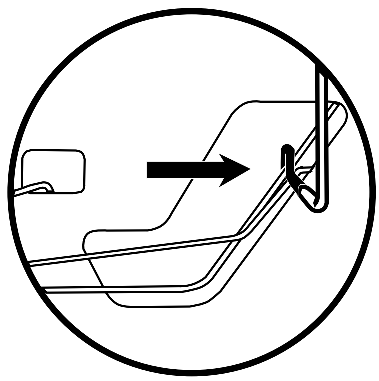


PASSENGER DOOR

1 Insert wedge(s) between the glass and weather stripping at center of the window. Use the CO-71 with the handle facing the front of the vehicle. Insert the downward hook into the door 1 to 3 inches (2.5 to 8 cm) in front of the door handle.







2 Lower the tool approximately 9 to 10 inches (23 to 25.5cm) into the door.

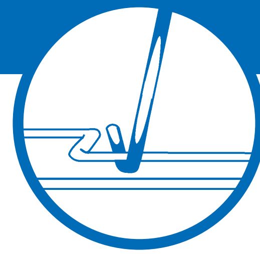
3 Turn the handle clockwise to the 5 o'clock position. Contact the upper linkage rod before it crosses the lower linkage rod.

4 Push the upper linkage rod forward, unlocking the door. Though permissible, it may not be necessary to bind the linkage because of the severe angle. You will see the inside lock button move when you have made contact with the correct linkage rod.

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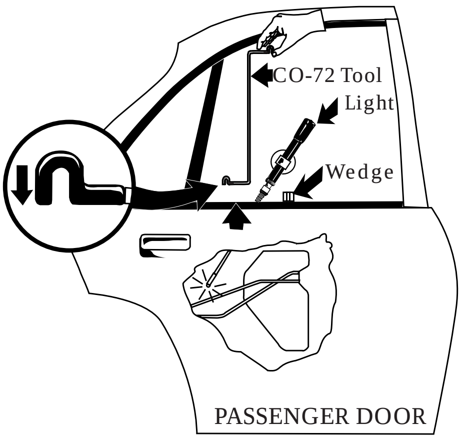
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Horizontal Rod Method

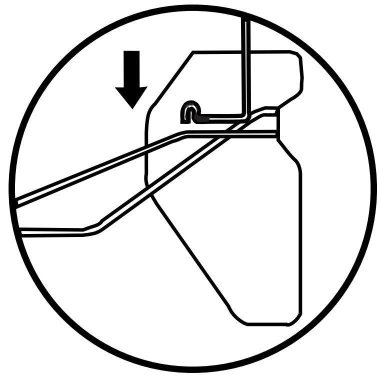


Technique HR-9 (Rear)

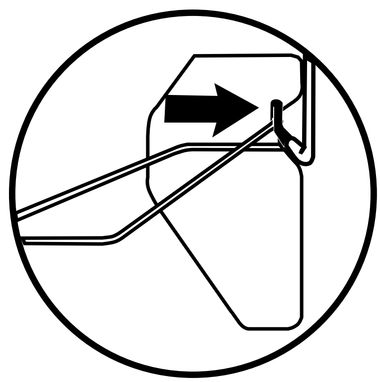
Recommended Tool:	
CO-72 (as shown)	
Optional Tools:	
CO-71	CO-39

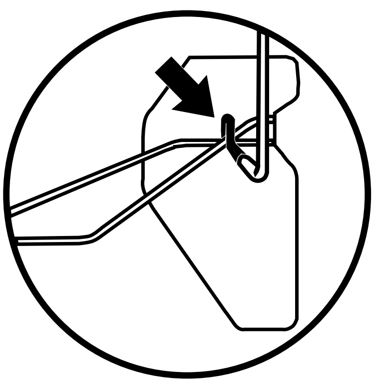


1 Use wedges to gently open the weather stripping approximately 10 inches (25.5cm) from the rear edge of the main window. Use the tool with the handle facing the front of the vehicle. Insert the downward hook into the door 1 to 3 inches (2.5 to 8cm) in front of the rear edge of the window.

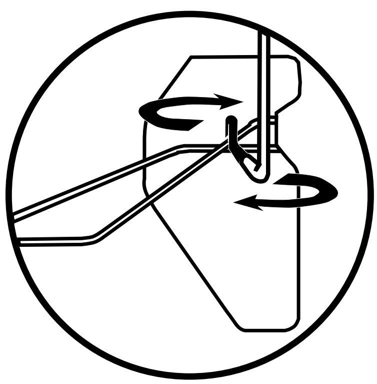


2 Turn the handle clockwise to approximately the 6 o'clock position after it clears the bottom edge of the window glass. Lower the tool approximately 8 to 10 inches (23 to 25.5cm) into the door.





3 Contact and hook the upper linkage rod before it crosses the lower linkage rod.



4 Bind the upper linkage rod.

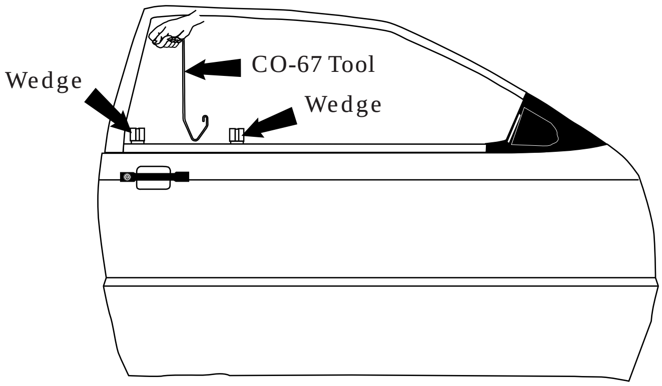
5 Push the upper linkage rod forward, unlocking the door. Though permissible, it may not be necessary to bind the linkage because of the severe angle. You will see the inside lock button move when you have made contact with the correct linkage rod.

Horizontal Rod Method

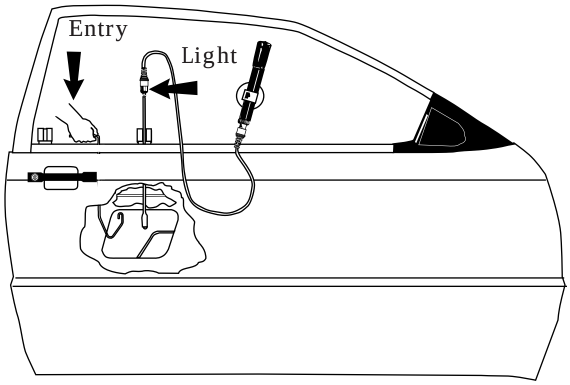
Technique HR-10

Recommended Tool:
CO-67 (as shown)
Optional Tools:

1 Insert wedge(s) between the glass and weather stripping, in front of the outside door handle. Position the tool so the tip faces the front of the vehicle.

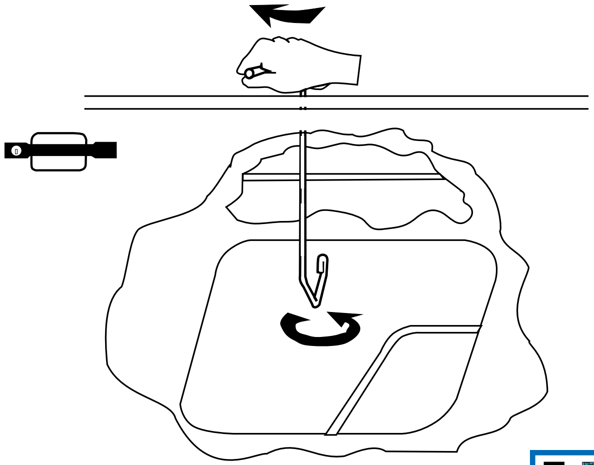


PASSENGER DOOR



2 Use the probe light to view obstacles (i.e. wires, etc.) and locate the access hole. Lower the tool below the access hole.

3 Turn the handle counterclockwise to rotate the tip of the tool inside the access panel.

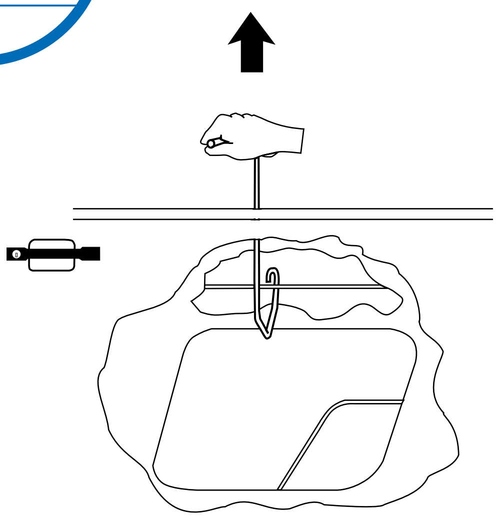


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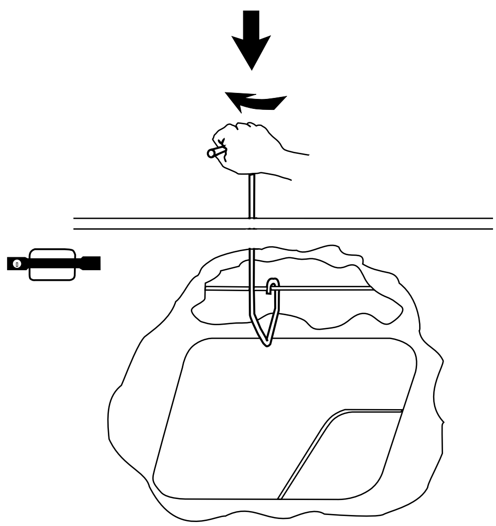
Horizontal Rod Method

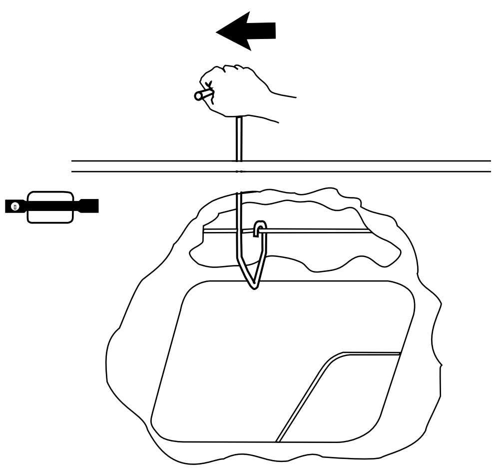
TECHNIQUE HR-10



4 Raise the tool behind the inner door skin so the tool is positioned over the horizontal rod.

5 Lower the tool onto the rod.





6 Bind the rod and move it forward, unlocking the door.

Warning:

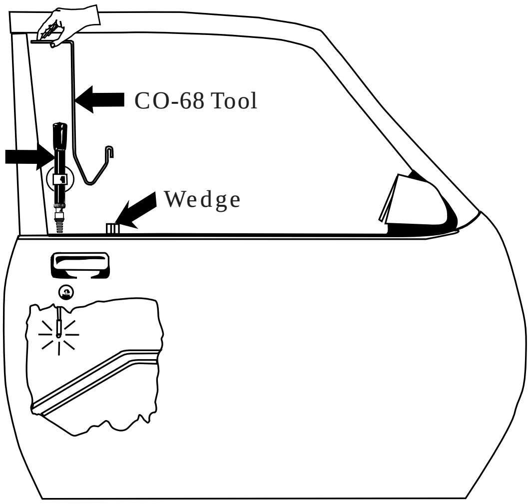
Be careful with this tool. The use of a probe light is imperative to avoid getting the tool stuck in the door.

Horizontal Rod Method

TECHNIQUE HR-11

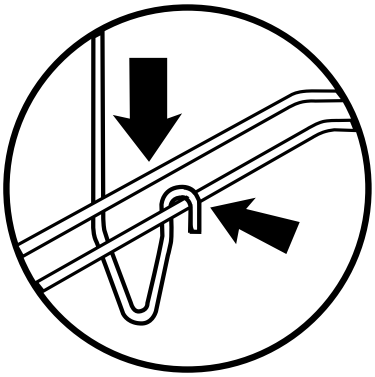


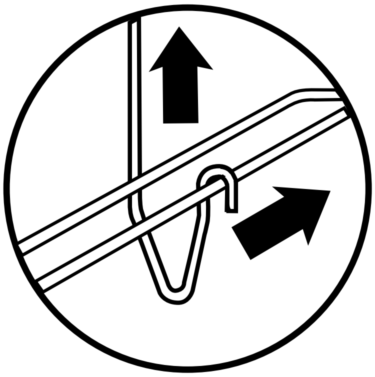
Recommended Tool:	
CO-68 as shown)	
Optional Tools:	
CO-67	CO-72



PASSENGER DOOR

1 Insert the tool about 3"- 4" from rear edge of glass and ahead of the glass guide (insert 13" down). The use of a light is recommended because the tool may get caught between the rods in the door.





2 Angle tip of tool toward rear of car and past window track.

3 Hook and bind the lower rod and move it forward to unlock the door. (Tool may rise slightly while moving forward).

NOTE: Turn tool handle to bind lock rod.

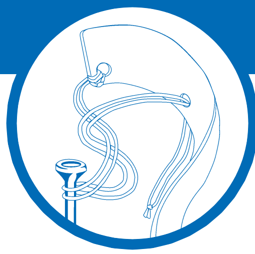
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LS • LS • LS • LS • LS



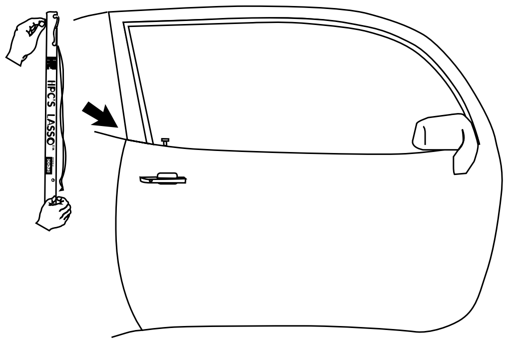
Lasso Method

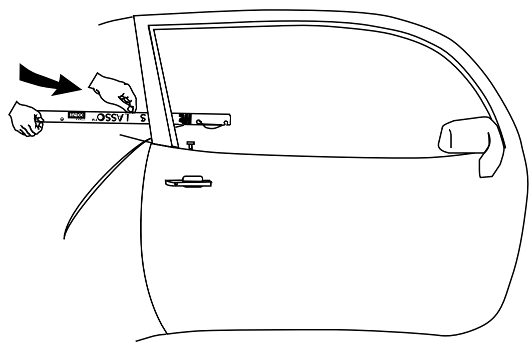
Lasso Method



TECHNIQUE LS-1

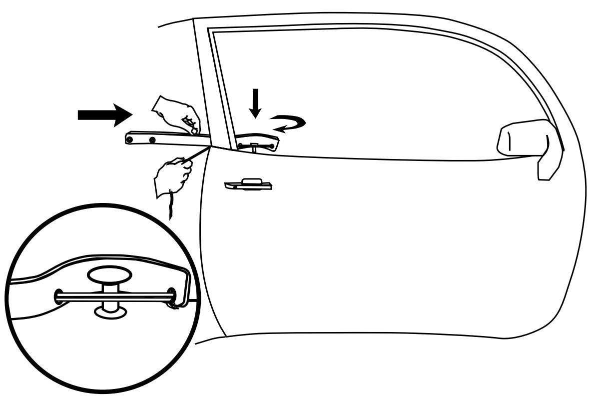
Recommended Tool:	
CO-73 (as shown)	
Optional Tools:	
CO-78	**AW-99 (AirWedge™)**

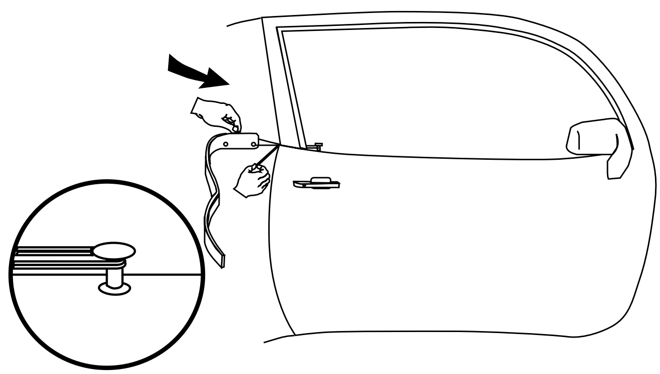




1 String the cord through the middle hole of the tool.

2 Carefully insert the tool into the vehicle between the door and frame. Lightly lubricating the tool may be helpful in easing it through tight fitting doors. Do not lubricate the cord!





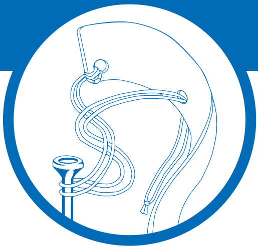
3 When the tool is fully inserted, pull the cord to form a lasso and lower it over the lock button.

4 Carefully slide the tool out of the vehicle, while allowing more string into the vehicle. Cords should remain lassoed around the lock button.

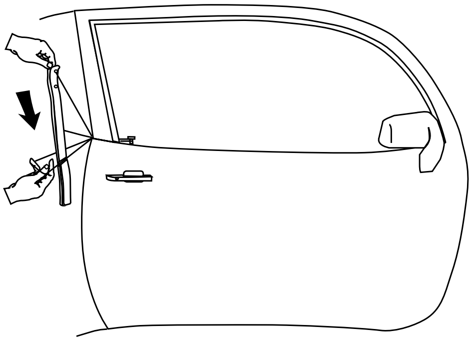
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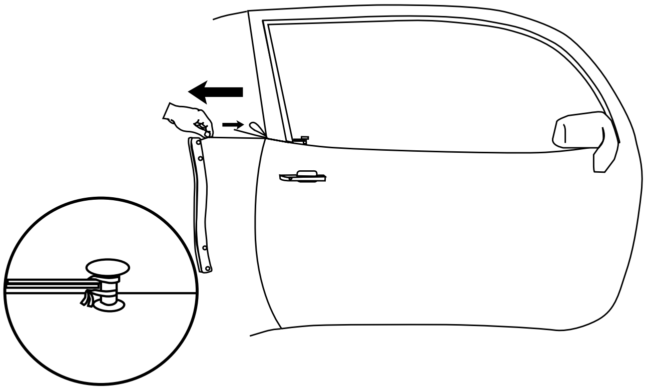
Lasso Method



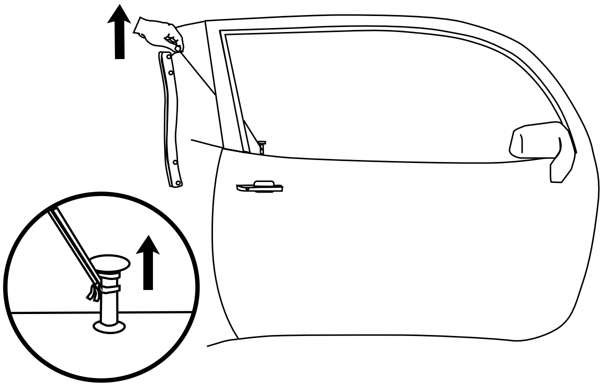
TECHNIQUE LS-1



5 When the tool is pulled out of the vehicle, feed it between the two cords.



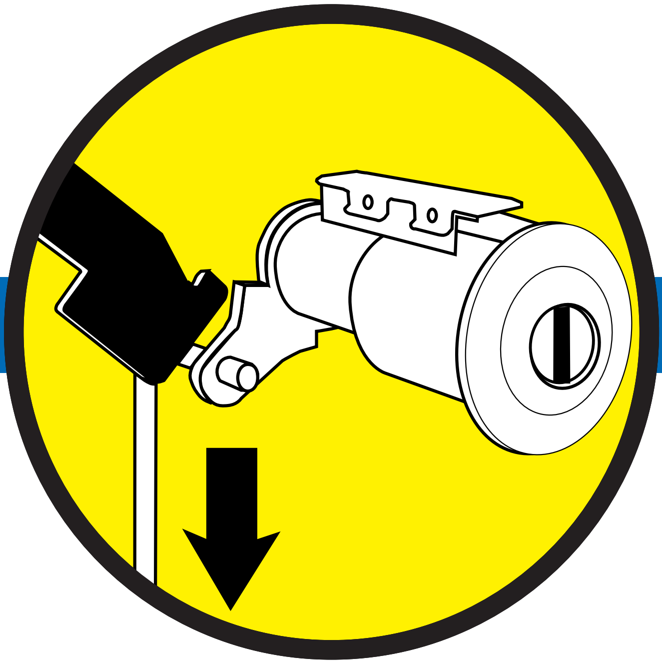
6 Pull the cord until the knot passes through the door frame and tightens around the lock button.



7 While keeping the lasso tight, pull the cords up on an angle, lifting the button and unlocking the door.

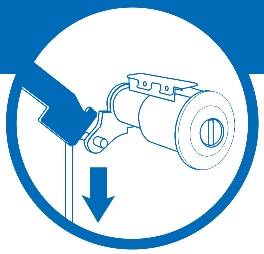
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Lazy Pawl Method

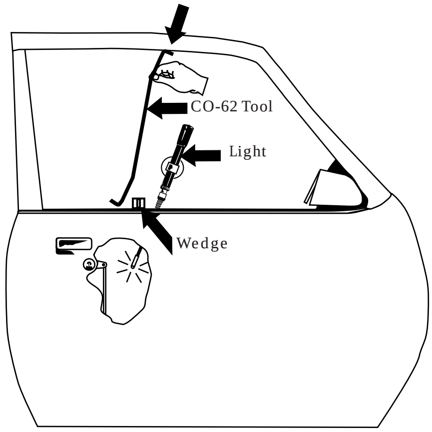
Lazy Pawl Method

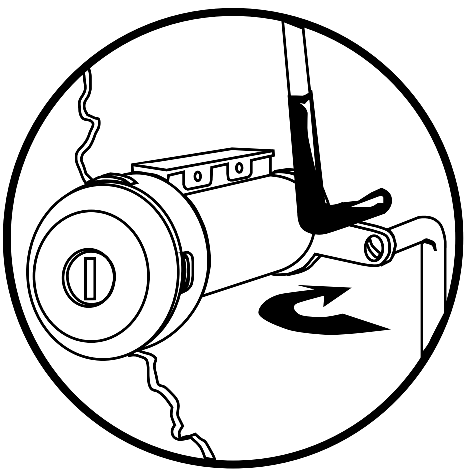


Technique LP-1

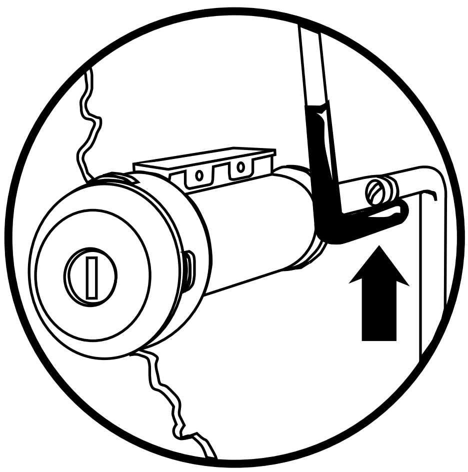
Recommended Tool:		
CO-62 (as shown)		
Optional Tools:		
CO-10	CO-20	CO-24
CO-55	CO-56	

1 Insert wedge(s) between the glass and weather stripping. Insert light.



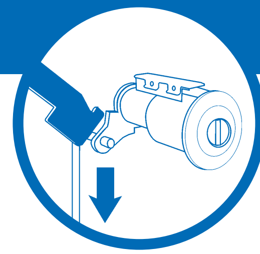


2 Locate the back of the lock cylinder and lock pawl. Lower the tool at left corner of door directly below the lock cylinder.



3 Position the tool under the lock pawl at right or left side of the lock. Pull up on the lock pawl to unlock the door.

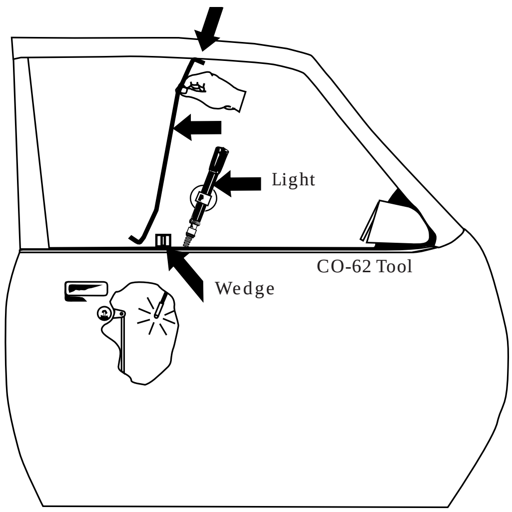
Lazy Pawl Method



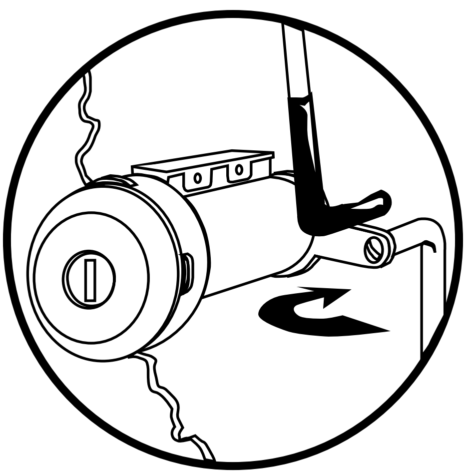
TECHNIQUE LP-2

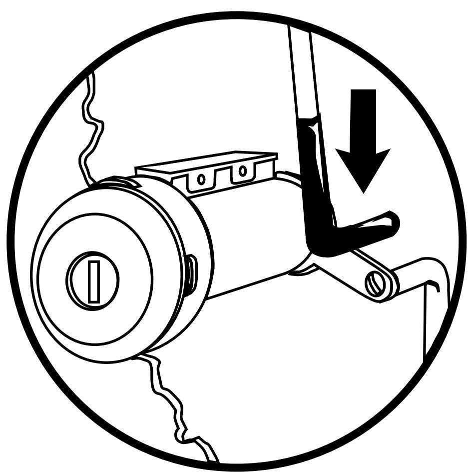
Recommended Tool:	
CO-62 (as shown)	
Optional Tools:	
CO-20	CO-56

1 Insert wedge(s) between the glass and weather stripping, directly in front of the door handle. Insert light.



PASSENGER DOOR

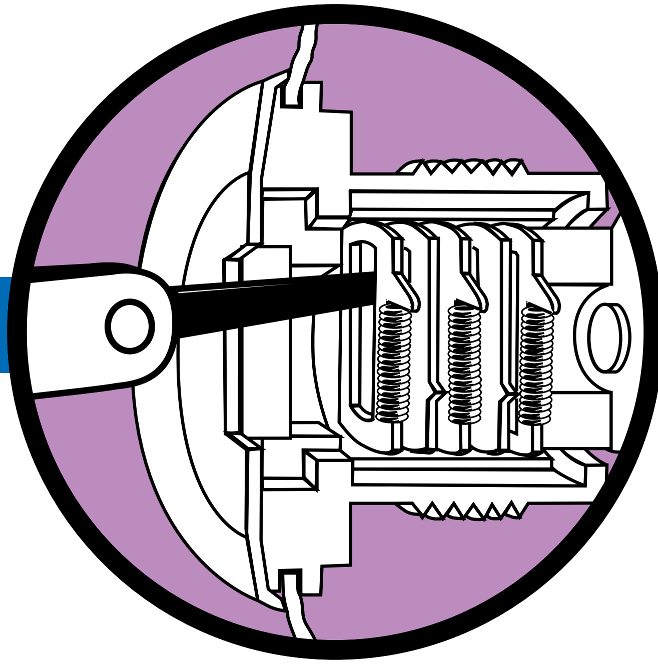




2 Locate the lock cylinder and lock pawl. Lower the tool directly in line with the lock cylinder.

3 Position the tool on the lock cylinder pawl at either side of the lock. Push down on the lock pawl to unlock the door.

PX • PX • PX • PX • PX • PX • PX • PX • PX



PX • PX • PX • PX •

Lock Picking Method

PX

Lock Picking Method Chart

Picking

Picking locks on automobiles may be done with the use of basic picking tools. Double-sided tension wrenches and rake, diamond, and hook picks may be used. Listed in the charts are vehicles with disc and pin tumbler locks. All can be picked open, some with a higher degree of difficulty, others more easily. The list provides the type of lock and its rotation for unlocking the passenger door.

Door locks on Hondas can be easily picked but care must be taken not to damage the dust shutter because it is made of very weak material. Use a tension wrench that will go deep enough into the lock to contact the lock plug before turning the plug to unlock the car.

Manufacturer	Model	Years	Tech. No.	Rotation	Lock Type	Comments
Acura	Integra	86+	PX	CCW	Disc	
Acura	Legend	86+	PX	CCW	Disc	
Alfa Romeo	Graduate	84-88	PX	CCW	Disc	Some have high securtiy locks
Alfa Romeo	GTV-6	84-88	PX	CW	Disc	
Alfa Romeo	Spider	84-88	PX	CCW	Disc	
Audi	Most Models	84+	PX	CW	Disc	
BMW	3-Series	83-90	PX	CW	91+ have high security locks	
BMW	5-Series	83-87	PX	CW	88+ have high security locks	
Cadillac	Allante	89+	PX	CCW	Disc	Huf Locks
Chevrolet	Nova	86+	PX	CW	Disc	Japanese made GM model
Chevrolet	Spectrum	86+	PX	CW	Disc	Japanese made GM model
Chevrolet	Sprint	86+	PX	CW	Disc	Japanese made GM model
Chrysler	Most Models	80+	PX	CW	Pin & Disc	Disc tumbler door 89+
Citroen		83+	PX			Also VR-6.
De Lorean	All Models	84+	PX	CCW	Pin & Disc	
Dodge	Most Models	80+	PX	CW	Pin & Disc	Disc tumbler door 89+

** Vehicles not sold in the USA.*

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Lock Picking Method Chart

Manufacturer	Model	Years	Tech. No.	Rotation	Lock Type	Comments
Dodge	Daytona	88+	PX	CCW	Pin & Disc	Disc tumbler door 89+
Dodge	Viper	96-99	PX			Door normally unlocks with fob. Pick trunk lock, inside trunk is emergency door release lever.
Eagle	Most Models	80+	PX	CW	Disc	
Ferrari	GTS	82-88	PX	CCW	Disc	
Ferrari	308 GTSi	82-89	PX	CCW	Disc	
Fiat	Pininfarina	82+	PX	CW	Disc	
Fiat	Spider	82+	PX	CW	Disc	
Fiat	X-19	82+	PX	CW	Disc	
Ford	Most Models	83+	PX	CW	Pin & Disc	Some models 85+ disc tumbler door locks.
Ford	Aerostar	85+	PX	CCW	Disc	
Ford	Escort	90-99	PX		Disc	Also UB-1, VR-6.
Ford	Expedition	97	PX	CCW	Disc	Also TH-2, VR-6.
Ford	Explorer	91-99	PX	CCW	Disc	Also TH-2, UB-1, VR-6.
Ford	F Series Truck	83-96	PX	CCW	Pin	
Ford	F Series Truck	97+	PX	CCW	Disc	Also TV-1, VR-6.
Ford	* Mondeo	93-97	PX			Also UO-1.
Ford	Mustang	83-93	PX	CW	Pin	Also UB-1, VR-1, VR-6.
Ford	Mustang	94-99	PX	CCW	Disc	Also VR-6.
Ford	Ranger	83-92	PX	CCW	Pin	Also VR-1, VR-6.
Ford	Ranger	93-99	PX	CCW	Disc	Also VR-1, VR-6.
Ford	Taurus	93-99	PX	CW	Disc	Also UB-1, VR-6.
Ford	Thunderbird	84-97	PX	CW	Disc	Also UO-1, VR-6.
Ford	Windstar	95-99	PX	CCW	Disc	Also VR-1, VR-6.
GM	Most Models	80+	PX	N/A	Side-Bar Disc	Side-bar lock not normally picked. Special picks needed.

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** Vehicles not sold in the USA.*

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Lock Picking Method Chart

Manufacturer	Model	Years	Tech. No.	Rotation	Lock Type	Comments
Honda	Most Models	83+	PX	CCW	Disc	
Hyundai	Excel	86+	PX	CCW	Disc	
Hyundai	Sonata	86+	PX	CCW	Disc	
Isuzu	Most Models	82+	PX	CCW	Disc	
Jaguar	XJS	83-89	PX	CW	Disc	90+ have high security locks
Jaguar	XJ6	83-89	PX	CCW	Disc	90+ have high security locks
Jeep	Cherokee	84+	PX	CCW	Disc	
Jeep	CJ-5/CJ-7	80+	PX	CCW	Disc	
Jeep	Commanche/ Pickup	84+	PX	CCW	Disc	
Jeep	J-10	84+	PX	CCW	Disc	
Jeep	J-20	80+	PX	CCW	Disc	
Jeep	Wagoneer	84+	PX	CW	Disc	
Jeep	Wrangler	84+	PX	CCW	Disc	
Lincoln	Most Models	80+	PX	CW	Pin & Disc	Some models 85+ disc tumbler door locks.
Mazda	Most Models	83+	PX	CW	Disc	
Mercedes	Most Models	83-85	PX	CW	Disc	85+ have high security locks
Mercury	Most Models	80+	PX	CW	Disc	
Mitsubishi	Most Models	84+	PX	CCW	Disc	
Nissan	Maxima	84+	PX	CW	Disc	
Nissan	Stanza Wagon	84+	PX	CW	Disc	
Nissan	Van	84+	PX	CW	Disc	
Nissan	200SX	83-88	PX	CCW	Disc	
Nissan	300ZX	84+	PX	CW	Disc	
Peugeot	Most Models	84+	PX	CCW	Disc	
Plymouth	Most Models	80+	PX	CW	Pin & Disc	Disc tumbler door 89+

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** Vehicles not sold in the USA.*

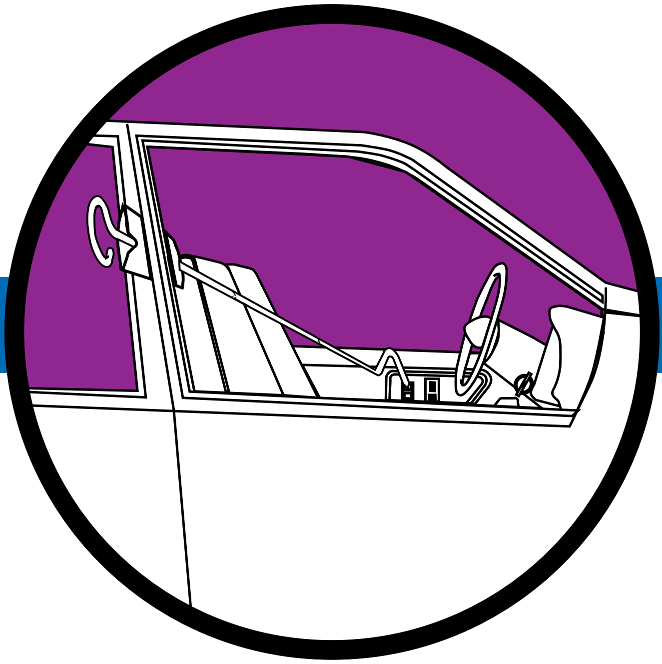
Lock Picking Method Chart

Manufacturer	Model	Years	Tech. No.	Rotation	Lock Type	Comments
Plymouth	Laser	88+	PX	CCW	Pin & Disc	Disc tumbler door 89+
Porsche	Most Models	83+	PX	CW	Disc	928 has high security locks
Renault	Alliance	83+	PX	CCW	Disc	
Renault	Encore	83+	PX	CCW	Disc	
Renault	Fuego	83+	PX	CCW	Disc	
Renault	Medallion	83+	PX	CCW	Disc	
Renault	Sport Wagon	83+	PX	CCW	Disc	
Saab	900/9000	84-86	PX	CW	Disc	87+ have high security locks
Subaru	Most Models	84+	PX	CCW	Disc	
Subaru	Justy	84+	PX	CW	Disc	
Suzuki	Samurai	88+	PX	CCW	Disc	
Toyota	Most Models	84+	PX	CCW	Disc	
Toyota	4-Runner	84+	PX	CW	Disc	
Volvo	DL	84+	PX	CW	Disc	
Volvo	GL	84+	PX	CW	Disc	
Volvo	Turbo	84+	PX	CW	Disc	
Volvo	245	84+	PX	CCW	Disc	
Volvo	745	84+	PX	CCW	Disc	
Volvo	760	84+	PX	CCW	Disc	88+ have high security locks
Volvo	780	84+	PX	CW	Disc	88+ have high security locks
VW	Most Models	82+	PX	CW	Disc	
Yugo	All Models	88+	PX	CW	Disc	

** Vehicles not sold in the USA.*

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TC • TC • TC • TC •



Through Car Method

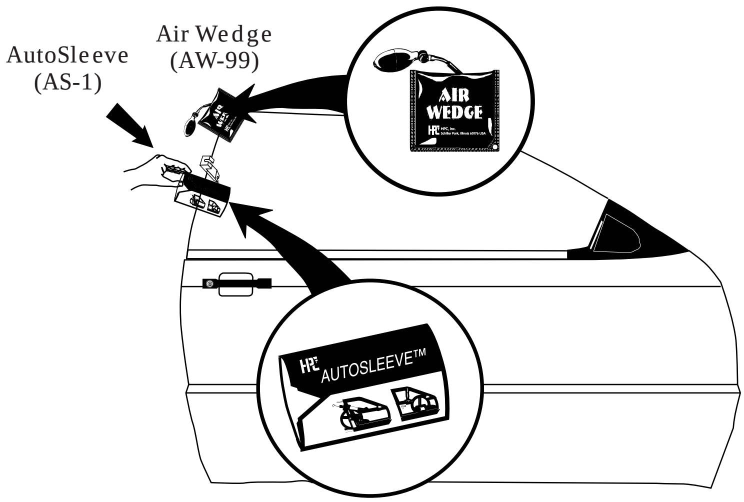
TC

Through Car Method

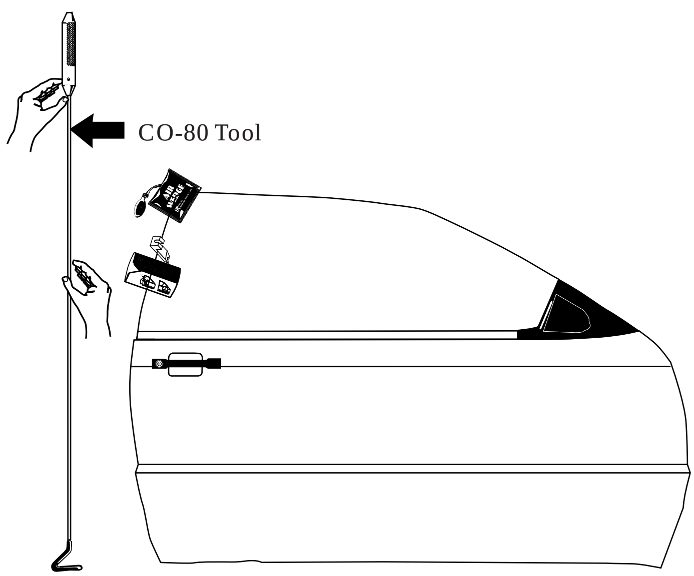
TECHNIQUE TC-1



Recommended Tool:			
CO-80 (as shown)		**AS-1** (as shown)	
		AW-99 (as shown)	
Optional Tools:			
CO-78	**CO-6**	**AW-34**	**AW-38**



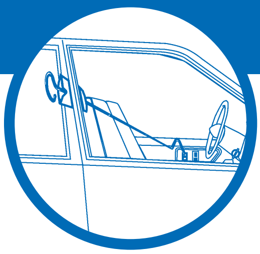
1 Carefully wedge a gap at the window and frame using an Ultimate Auto Wedge or an Air Wedge. Use the AutoSleeve to prevent damage to the paint or glass.



2 NOTE: Extra care should be taken when prying the window or door away from the door frame.

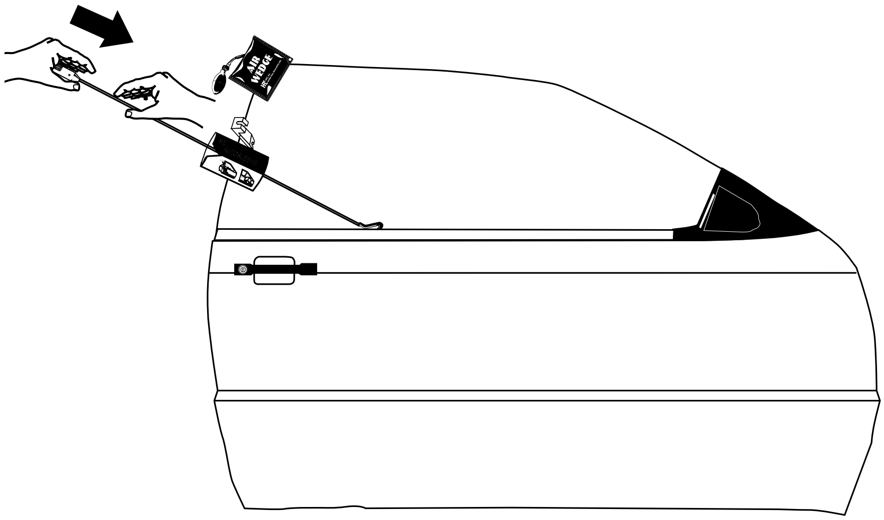
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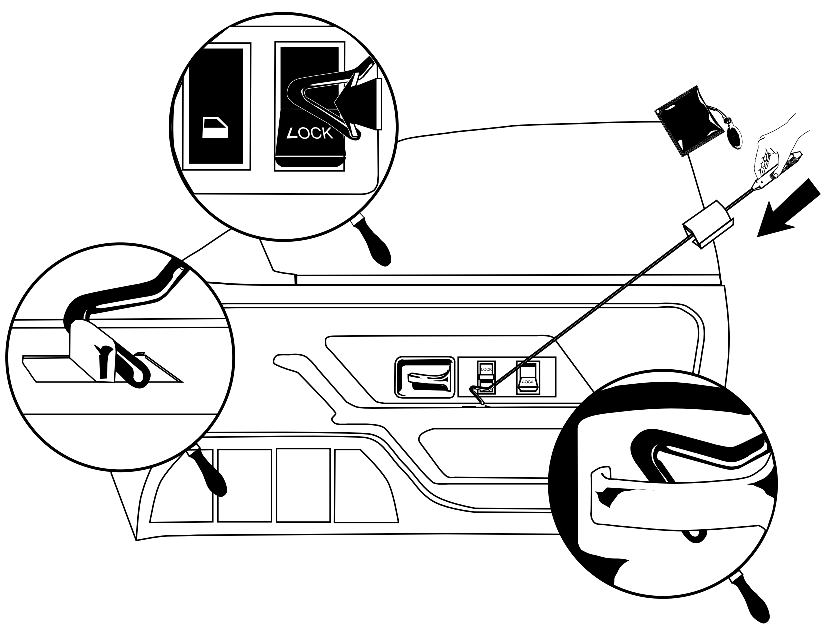


Through Car Method

TECHNIQUE TC-1



3 Insert the tool through the gap.



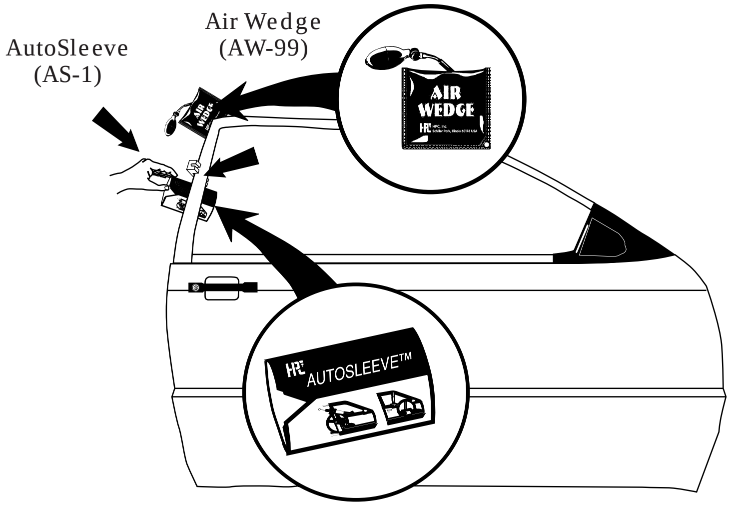
4 Position the tip of the tool on the electric lock switch, or button, or hook the inside handle and pull to open.

Through Car Method



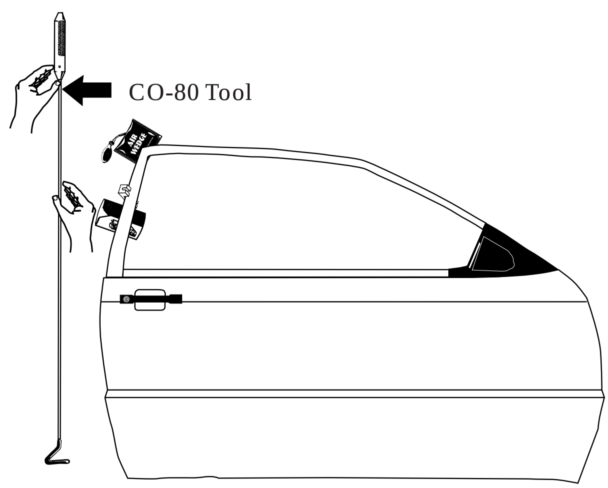
Technique TC-2

Recommended Tool:			
CO-80 (as shown)		**AS-1 (as shown)**	
		AW-99 (as shown)	
Optional Tools:			
CO-78	**CO-6**	**AW-34**	**AW-38**



PASSENGER DOOR

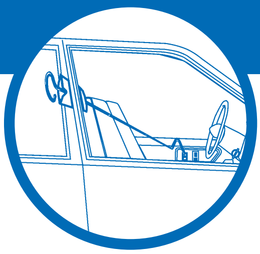
1 Carefully wedge a gap at the window and frame using an Ultimate Auto Wedge or an Air Wedge. Use the AutoSleeve to prevent damage to the paint or glass.



2 NOTE: Extra care should be taken when prying the window or door away from the door frame.

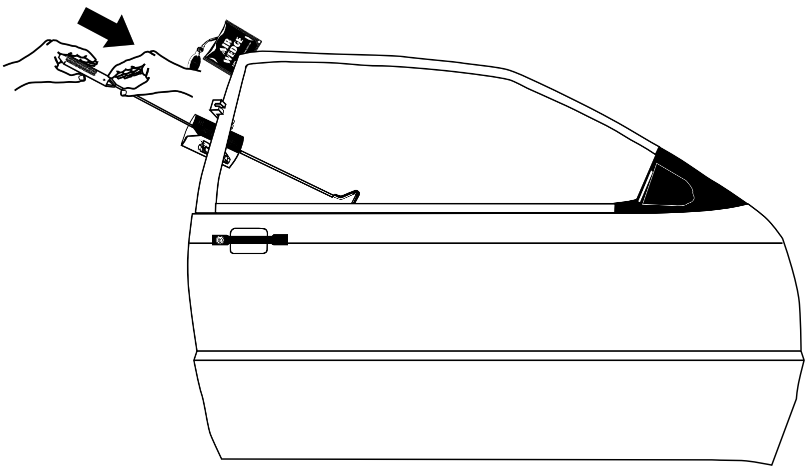
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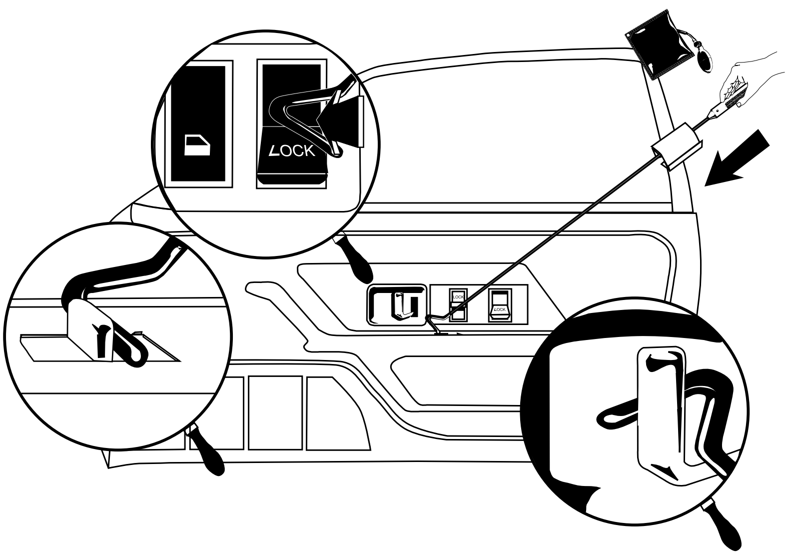


Through Car Method

TECHNIQUE TC-2



3 Insert the tool through the gap.



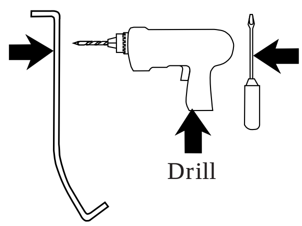
4 Position the tip of the tool on the electric lock switch, or button, or hook the inside handle and pull to open.

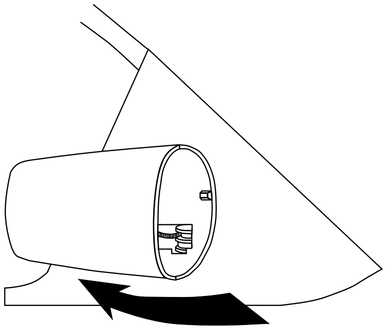
Through Car Method

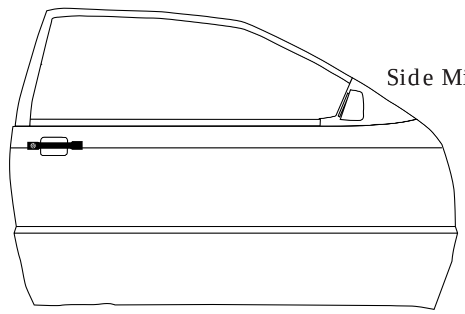


Technique TC-3

Recommended Tool:	
CO-40 (as shown)	
Additional Tools Needed:	
• **Flat blade screwdriver**	• **1/4" drill bit**
• **Motorized power drill**	

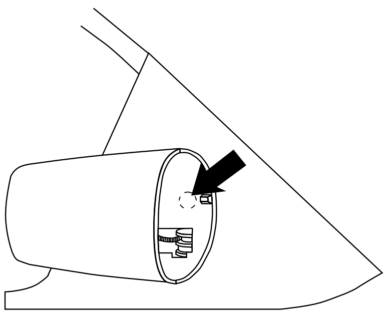






PASSENGER DOOR

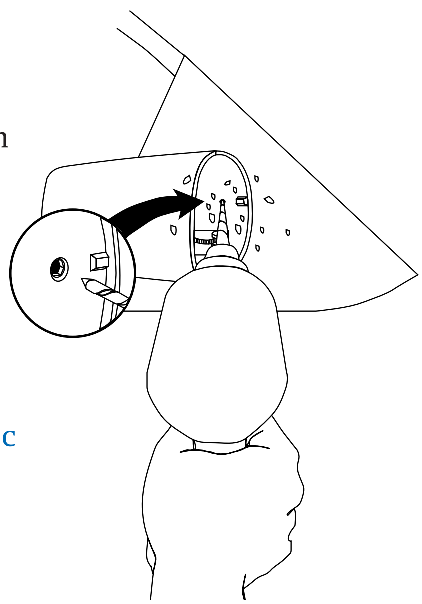
1 Fold in the passenger side mirror.



2 Locate the point directly in line with the hinge and centered as shown

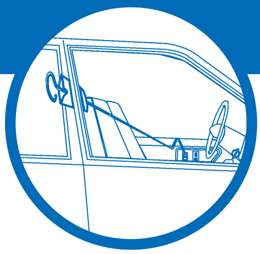
3 Drill a 1/4 inch diameter hole through the metal outer layer only.

NOTE: Be extra careful not to drill into the inner plastic trim panel.



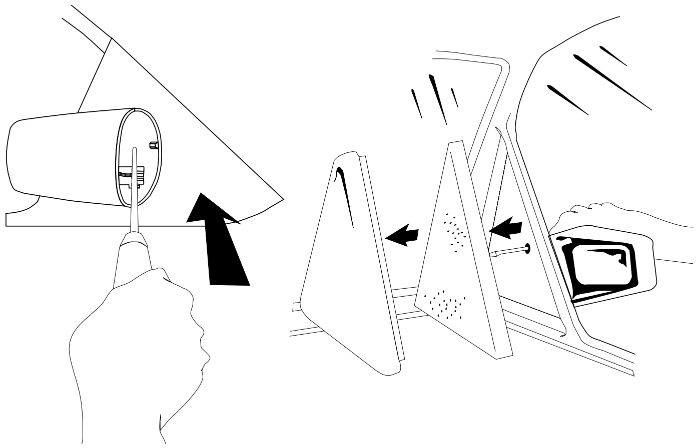
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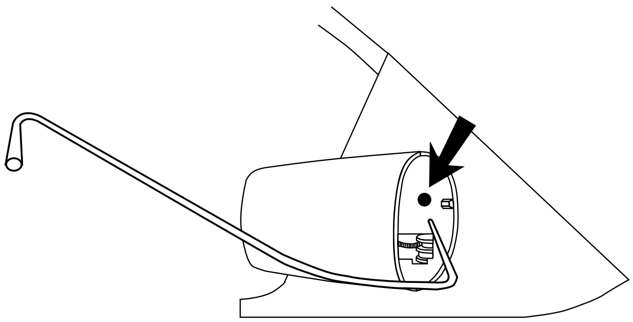


Through Car Method

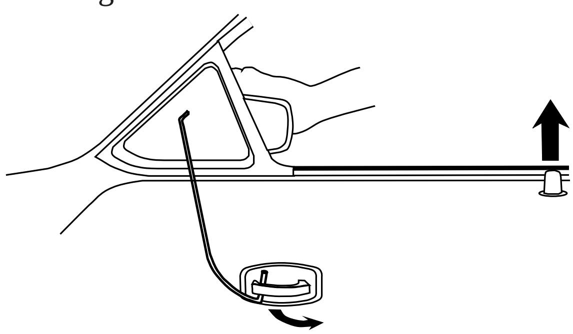
TECHNIQUE TC-3



4 Push the inner plastic trim panel and foam insulation layer inward using a small screwdriver or similar tool.



5 Insert the CO-40 tool through the hole.



6 Position the tool under the door handle and pull to open. (You may need to bend the tool to contact the handle.)

7 Replace the foam insulation and plastic trim panel.

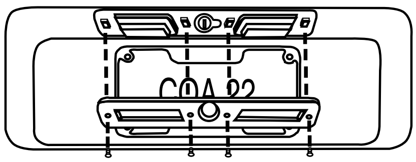
NOTE: Although you will not be able to see the hole you have drilled once the mirror is back in it's original position the use of touch-up paint on the hole is recommended to protect the bare metal.

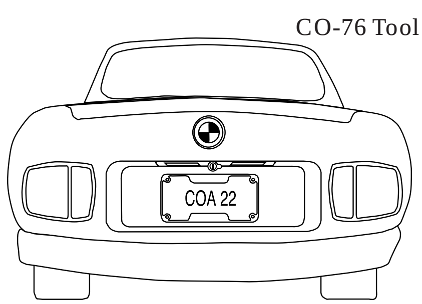
Through Car Method



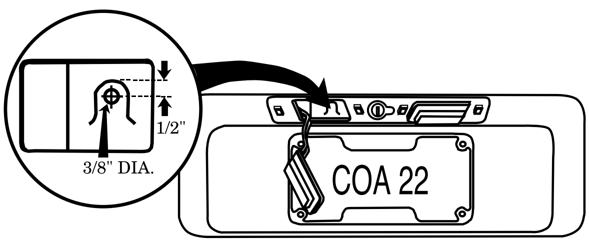
TECHNIQUE TC-4

Recommended Tool:	
CO-76 (as shown)	
Additional Tools Needed:	
• Phillips screwdriver	• 3/8" drill bit
• Motorized power drill	

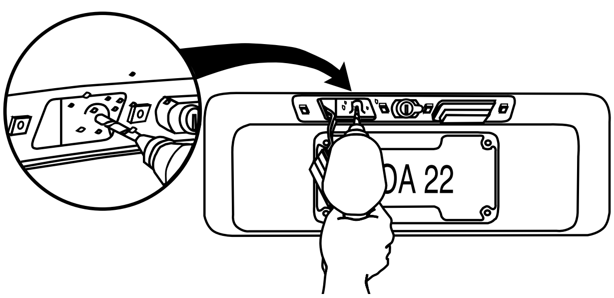




1 Remove the four screws and the license plate light cowling.



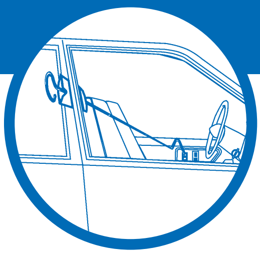
2 Unsnap and remove the left license plate lamp assembly. Note the indentation on inner sheet metal panel. Measure and mark 1/2 inch down from the top of the indentation.



3 Use a 3/8 inch drill bit and carefully drill through the interior sheet metal panel.

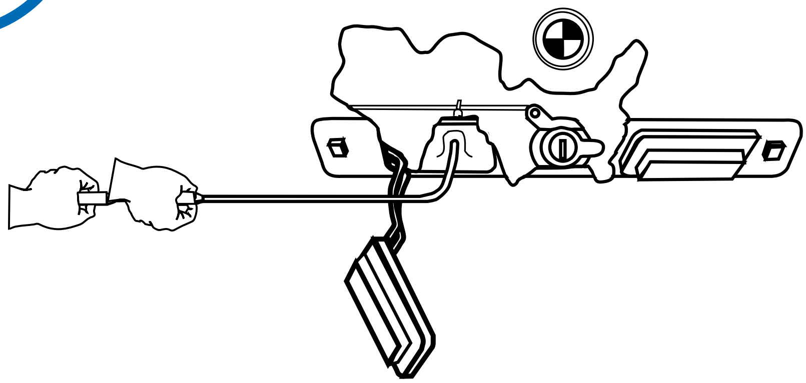
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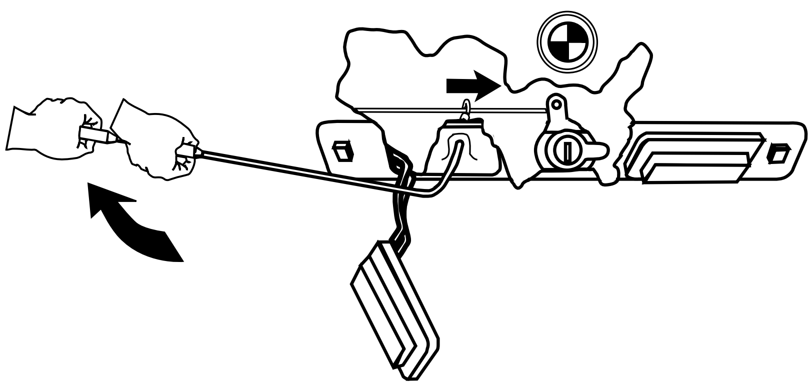


Through Car Method

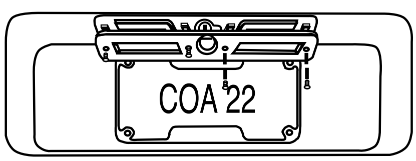
Technique TC-4



4 Insert a CO-76 through the hole and attach it to the horizontal rod. This rod connects the power lock solenoid to the lock cylinder.



5 Lifting the handle of the tool will move the rod to the right causing all of the car door locks to unlock.



6 Replace the license plate lamp and light cowling.

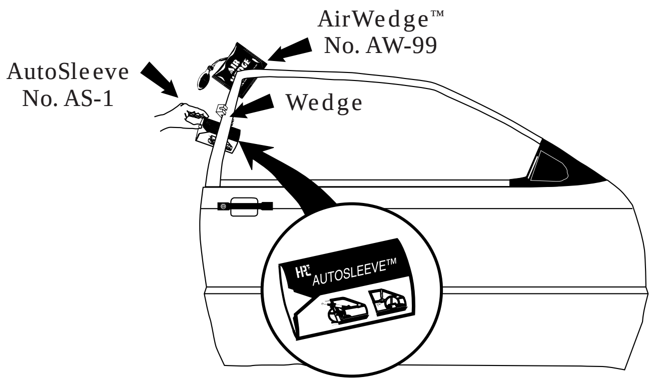
NOTE: Although you will not be able to see the hole you have drilled once the lamp and cowling are replaced the use of touch-up paint on the hole is recommended to protect the bare metal.

Through Car Method



Technique TC-5

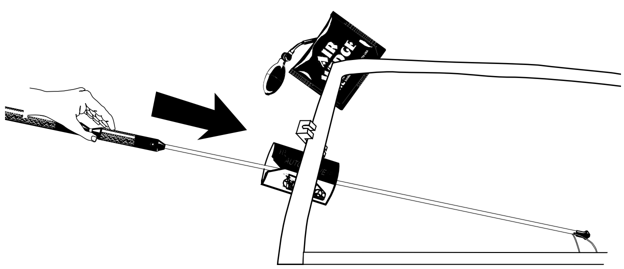
Recommended Tool:	
CO-78 (as shown)	**AS-1 (as shown)** **AW-99 (as shown)**
Optional Tools:	
CO-6 **CO-80**	**AW-34** **AW-38**

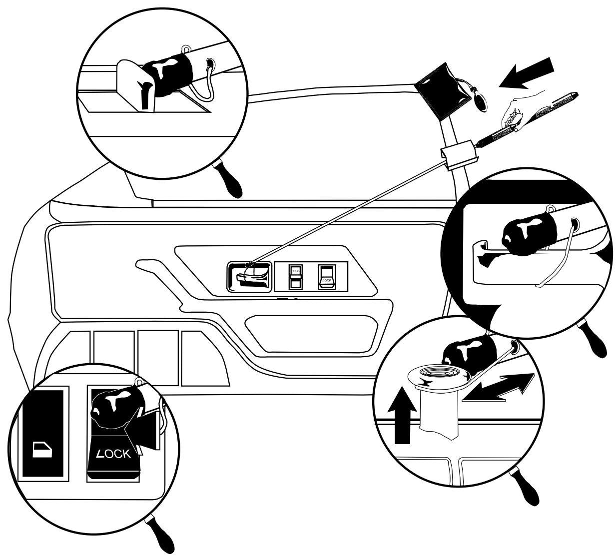


PASSENGER DOOR

1 Carefully wedge a gap at the window and frame using an Air Wedge or an Ultimate Auto Wedge. Use the AutoSleeve to prevent damage to paint or glass.

NOTE: Extra care should be taken when prying the window or the door away from the door frame.





2 Insert the tool through the gap.

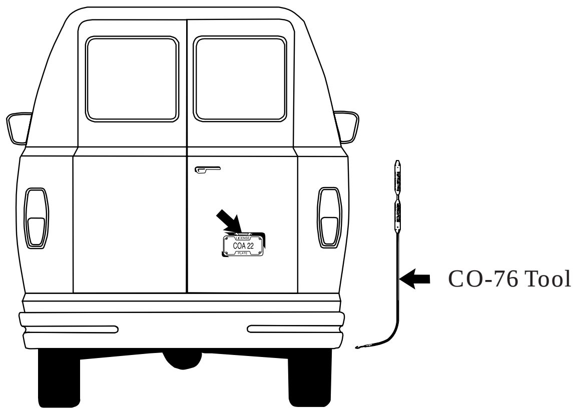
3 Position the tip of the tool on the electric lock switch, or button, or hook the inside handle and pull to open.

Through Car Method

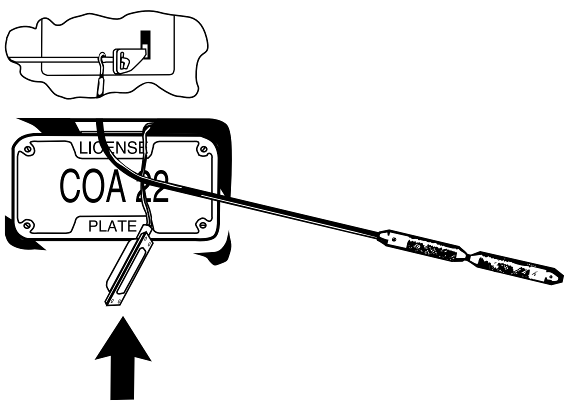


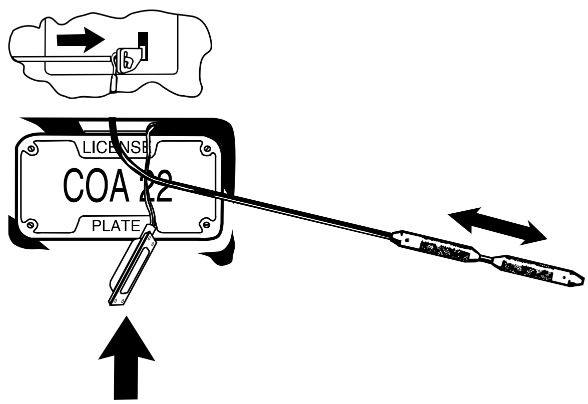
Technique TC-6

Recommended Tool:
CO-76 (as shown)
Optional Tools:
CO-75



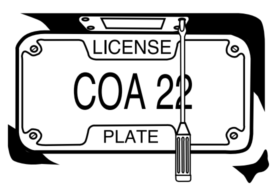
1 Remove the license plate light and housing on the rear door.





2 There is a horizontal rod and bell crank visible through the opening. Locate and hook the horizontal rod.

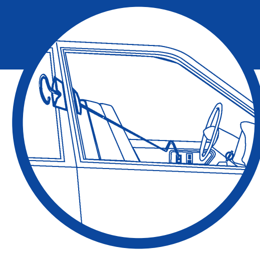
3 Slide the horizontal rod to the right to unlock the door.



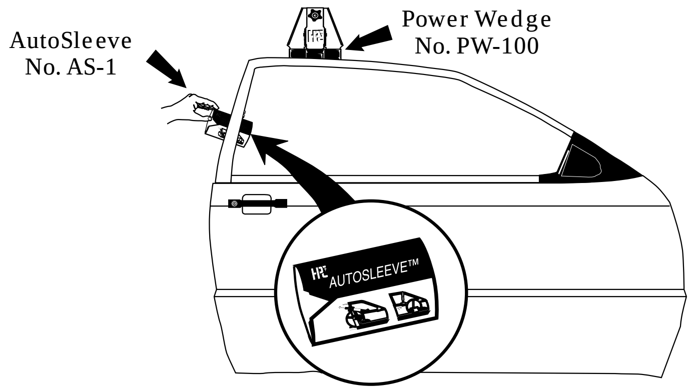
4 Replace the license plate light and housing on the rear door.

Through Car Style

Technique TC-7



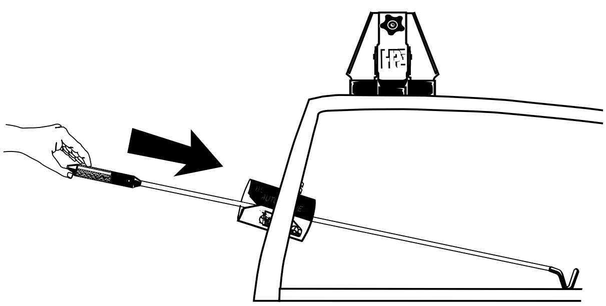
Recommended Tool:	
CO-80 (as shown)	**AS-1** (as shown) **PW-100** (as shown)
Optional Tools:	
CO-6	**CO-78**

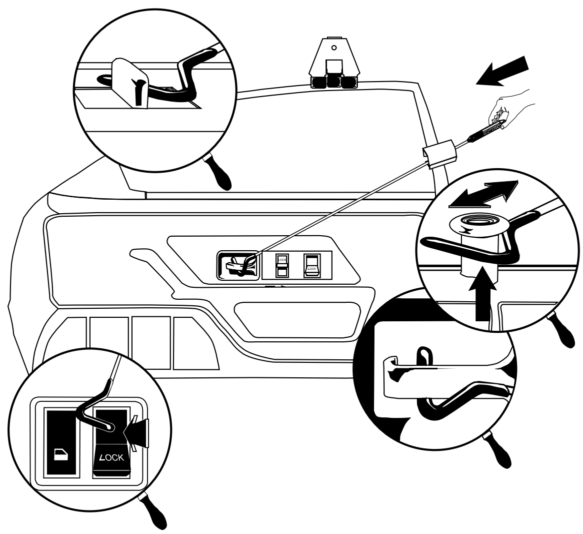


PASSENGER DOOR

1 Carefully wedge a gap at the window and frame using the Power Wedge. Use the AutoSleeve to prevent damage to paint or glass.

NOTE: Extra care should be taken when prying the window or the door away from the door frame.

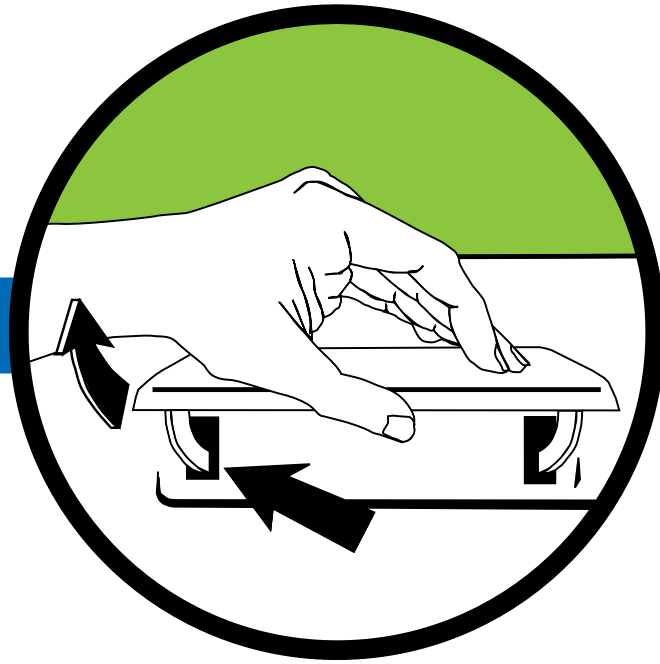




2 Insert the tool through the gap.

3 Position the tip of the tool on the electric lock switch, or button, or hook the inside handle and pull to open.

TH • TH • TH • TH • TH • TH • TH • TH • TH

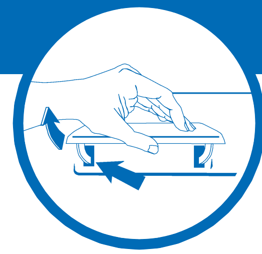


TH • TH • TH • TH •

Through Handle Method

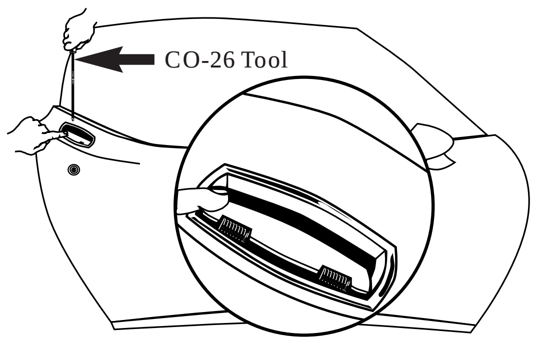
TH

Through Handle Method



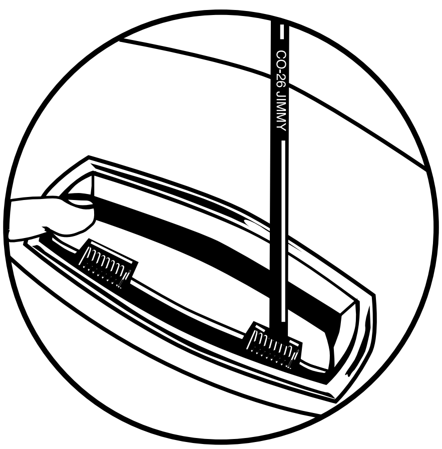
Technique TH-1

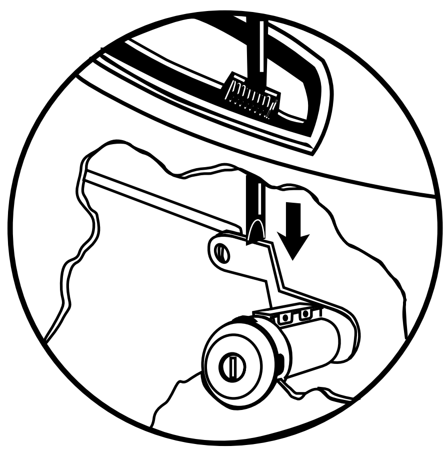
Recommended Tool:
CO-26 (as shown)
Comments:
This technique is limited to a select few vehicles.



PASSENGER DOOR

1 Grip the handle as if you are opening the car.

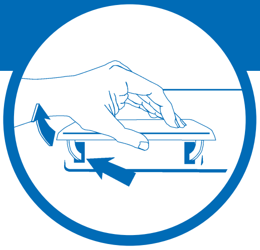




2 Slide the tool down the small opening at hinge side of the grip handle. Position the tool in the hinge hole directly above the lock cylinder.

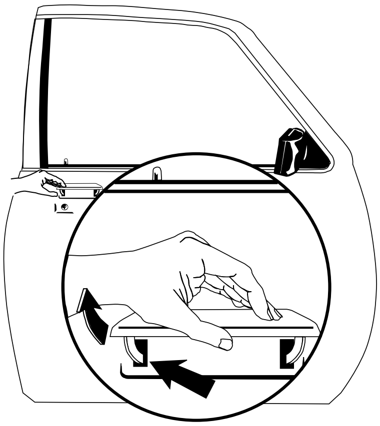
3 Keep the tool vertical and push it down until the tool contacts the lock cylinder pawl. Push the tool downward to unlock the door.

Through Handle Method

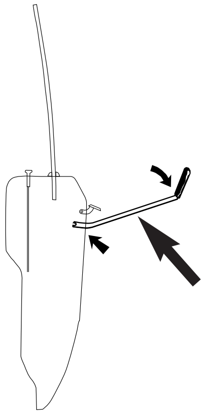


Technique TH-2

Recommended Tool:
CO-79 (as shown)
Optional Tools:
CO-26

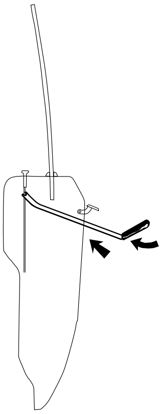


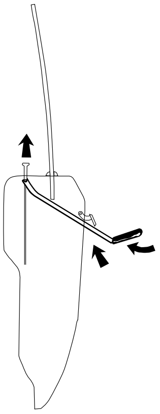
PASSENGER DOOR



1 Lift up the handle on the outside of the door.

2 Insert the tool in the opening closest to the button.

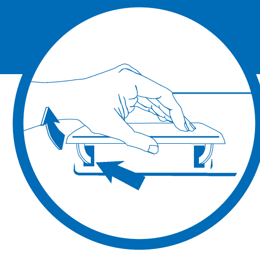




3 Once the tool is on the vertical rod, release the handle and push the tool straight in. The button will pop up.

4 Pull the tool out and lift the handle to open the door.

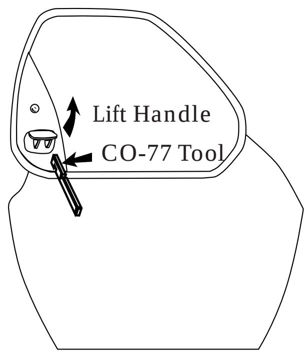
Through Handle Method



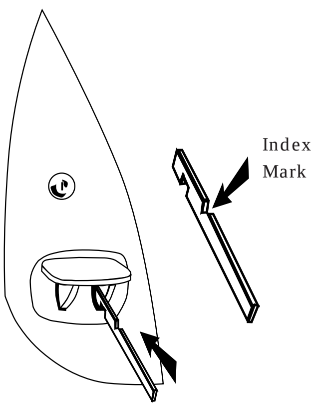
Technique TH-3

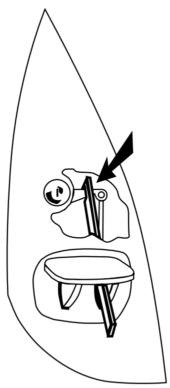
Recommended Tool:
CO-77 (as shown)
Comments:
For cars with lazy pawl lock cylinder mounted above door handle (Mazda RX-7).

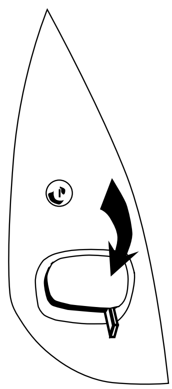
1 Using the passenger side, lift the handle to view the right handle cam access hole.

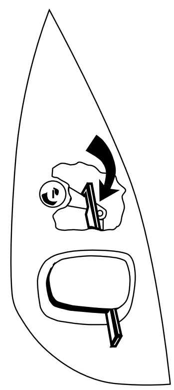


PASSENGER DOOR









2 With the cutout facing downward, and at approximately a 1 o'clock angle, insert the tool through the access hole. Stop inserting when the index mark on the tool has reached the bottom of the handle.

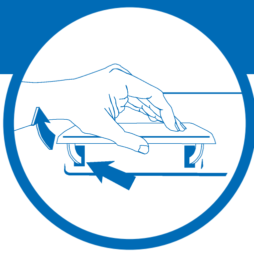
3 Hook the the top of the the lazy pawl.

4 Release the handle. If the handle is lifted after the tool insertion, door may not unlock.

5 Pull the tool down and outward. The vehicle is unlocked.

NOTE: Alarm will sound.

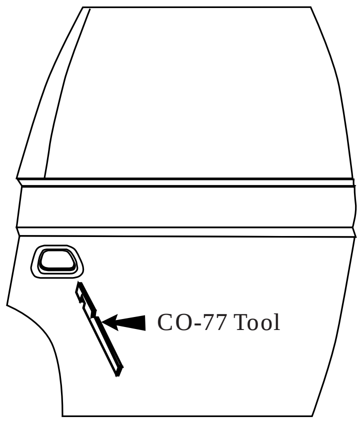
Through Handle Method



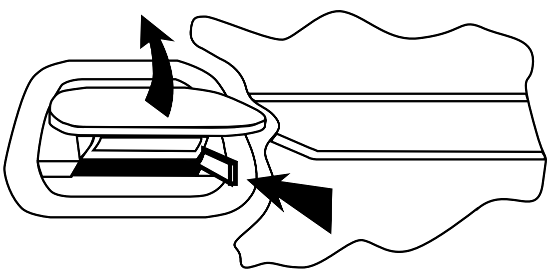
TECHNIQUE TH-4

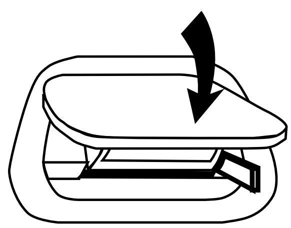
Recommended Tool:
CO-77 (as shown)
Comments:
For rear door of cars with horizontal linkage behind door handle.

1 Using the passenger side, lift the handle to view the right handle cam access hole.



PASSENGER REAR DOOR



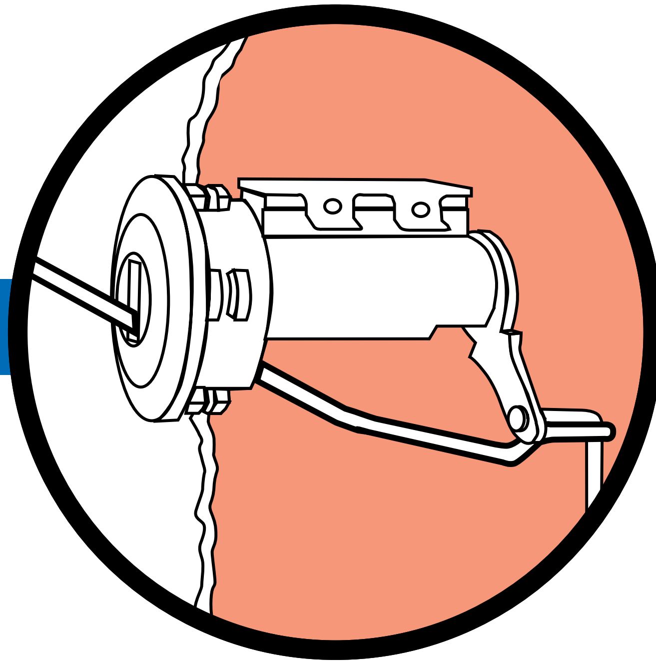


2 Insert either side of the tool through the front access hole slightly upward and slightly to the front of the vehicle. The tool should lay just under the horizontal linkage to the inside lock button.

3 Release and push down on the door handle. The car is unlocked. (The rod pushes against linkage causing it to move and unlock door.)

TL • TL • TL • TL • TL • TL • TL • TL • TL

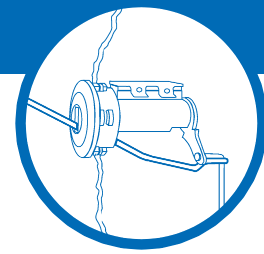
TL • TL • TL • TL •



Through Lock Method

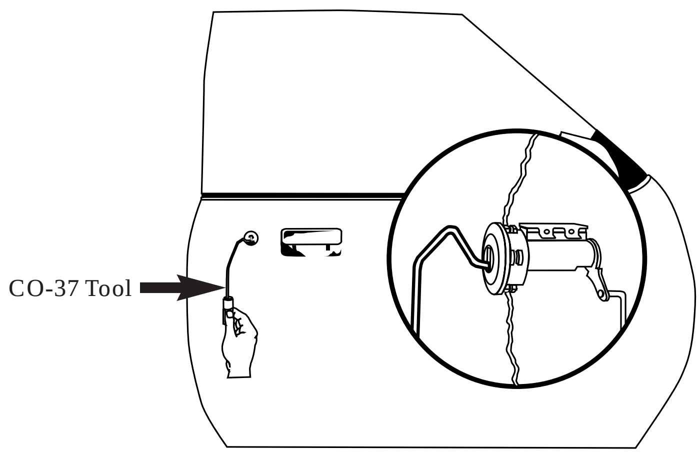
TL

Through Lock Method



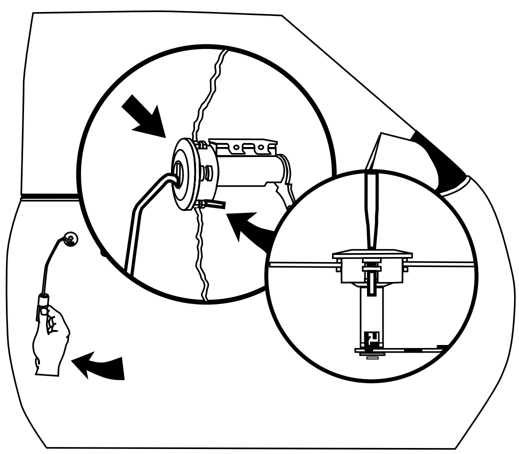
Technique TL-1

Recommended Tool:
CO-37 (as shown)
Optional Tools:



PASSENGER DOOR

1 Insert the tool as shown, at the bottom of the keyway on the lock face.

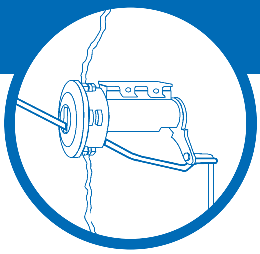


2 Insert the tool so that the tip can go through the drain hole at the bottom of the lock inside the door.

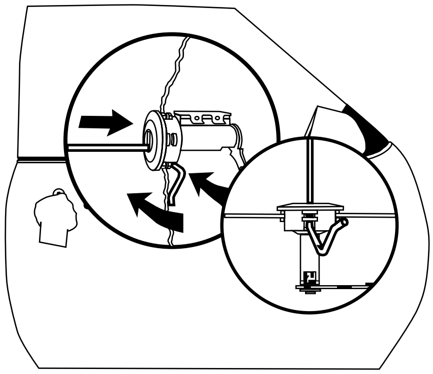
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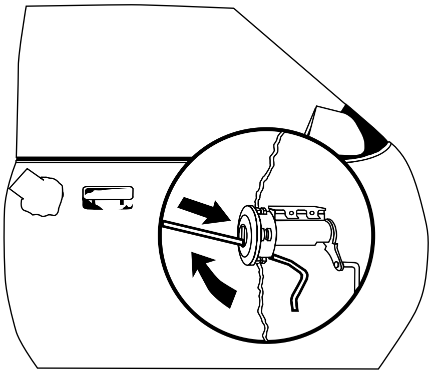
Through Lock Method



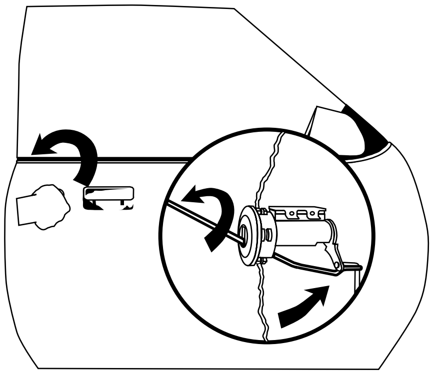
TECHNIQUE TL-1



3 Maneuver the tip of the tool, pushing it toward the back of the lock.

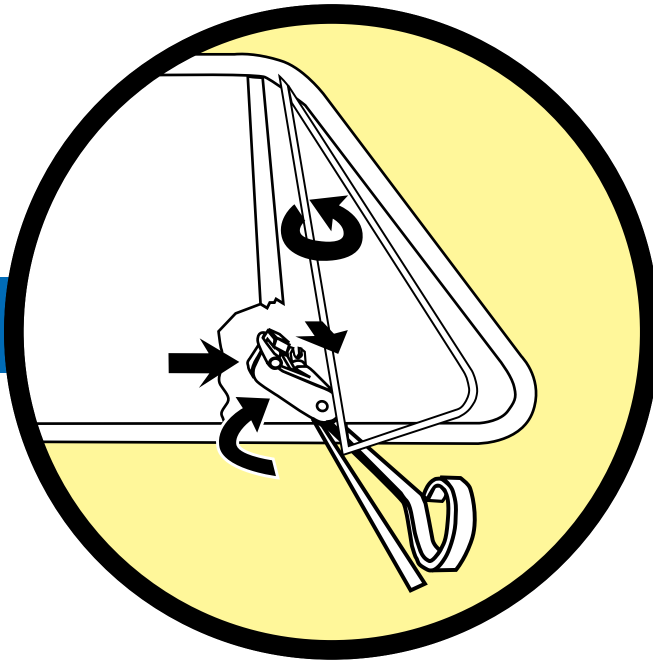


4 Once the tool is all the way through, turn the handle of the tool so that tip engages the lock pawl.



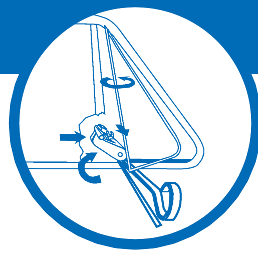
5 Move the tool in a counterclockwise rotating motion to unlock the door.

TV • TV • TV • TV •



Through Vent Method

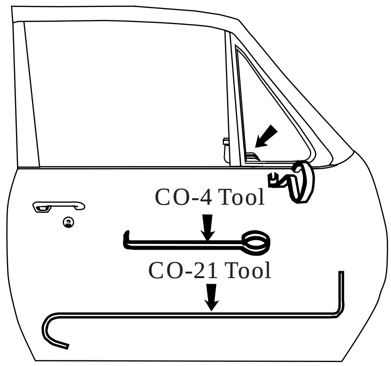
Through Vent Method



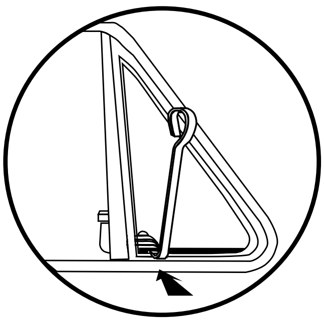
Technique TV-1

Recommended Tool:	
CO-4 (as shown)	CO-21 (as shown)
Optional Tools:	
Once the vent window has been opened, a number of different tools can be used to open the door, including: CO-6 CO-78 CO-80	

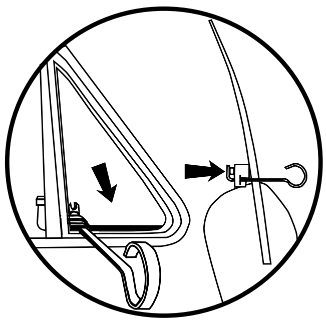
1 Insert the tool between the weather stripping and vent window. Be careful not to damage the weather stripping. Use car opener lubricant if needed.



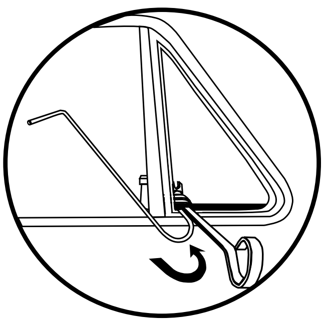
PASSENGER DOOR



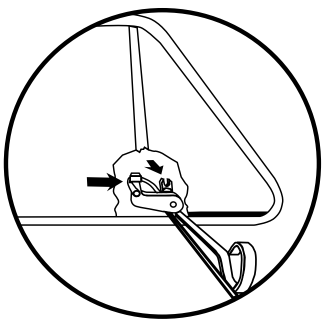
2 Push the tool inside the car.



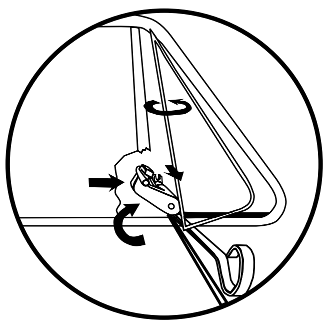
3 Pull back on the tool to depress the lock release button.



4 Insert the turning tool and position it under the locking lever.



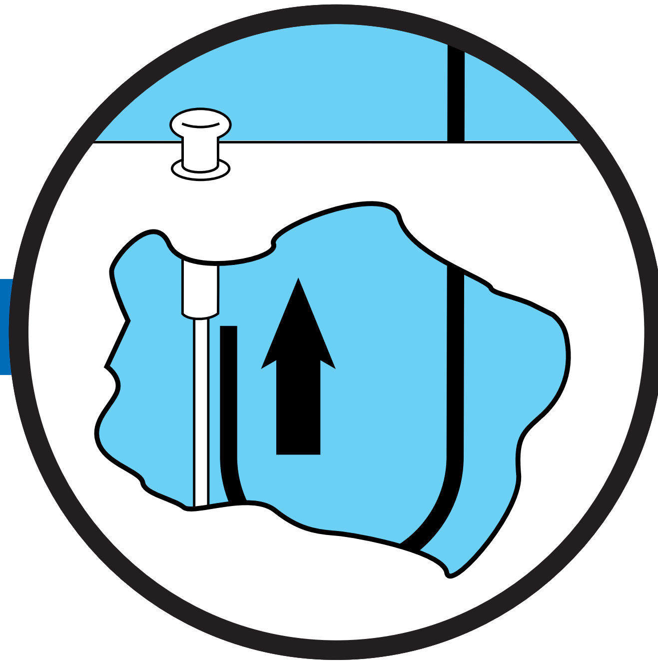
5 Pry the lever up, while holding in the lock release button.



6 Rotate the tool, turning the lever upward to unlock the vent window. Reach in with your hand or another tool and open door.

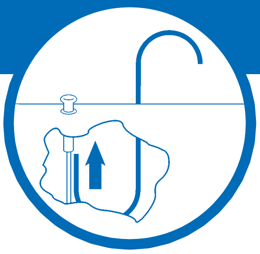
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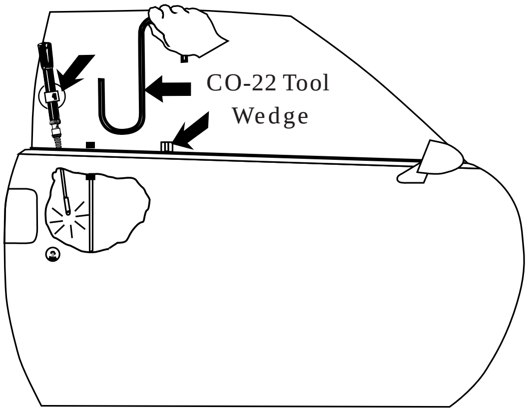
Under Button Method

Under Button Method



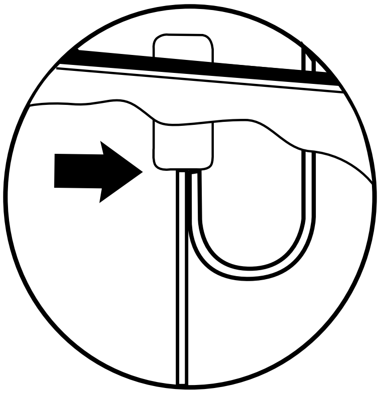
TECHNIQUE UB-1

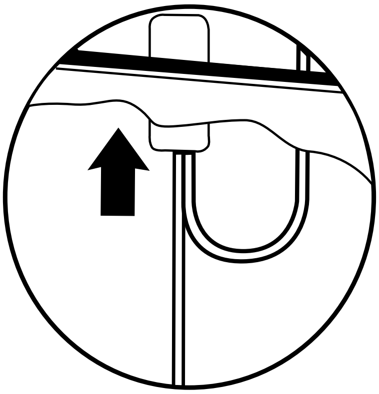
Recommended Tool:
CO-22 (as shown)
Optional Tools:
CO-57



PASSENGER DOOR

1 Insert wedge(s) in front of the door handle, between the glass and weather stripping.



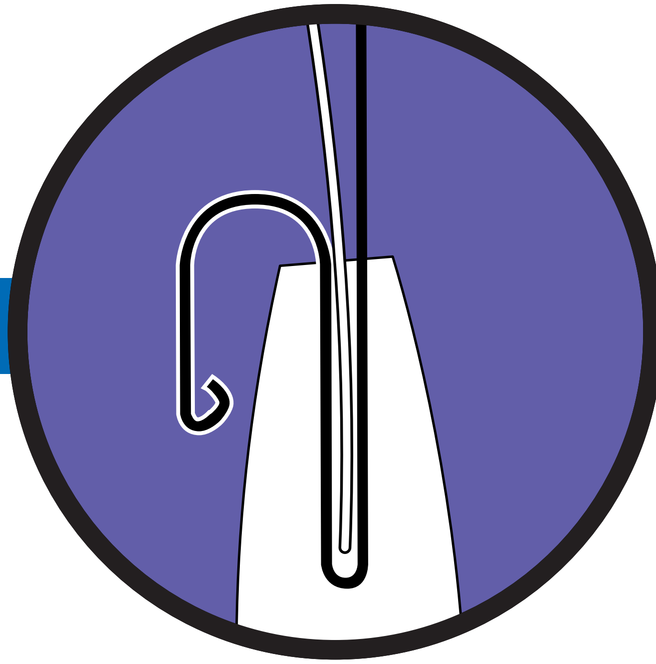


2 Lower the tool until the tip of the tool is under the glass. Rotate it inward to the button rod. Watch for movement.

3 Lift tool up until the tip contacts the bottom of the button. Lift up gently, opening the door.

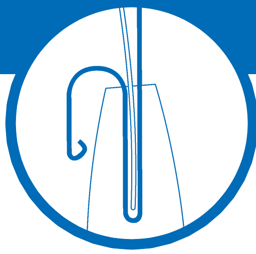
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Under & Over Method

Under & Over Method



Choosing an Under & Over Tool

Several things must be taken into account when choosing an Under & Over tool. The most obvious factor to account for is the distance from the top of the door ledge to the lock button or power door lock control. Some vehicles such as the Chevrolet Beretta and Chevrolet S10 pickup truck have their buttons very close to the top of the door ledge. The 2 door Buick Regal and Oldsmobile Cutlass have their buttons located a little farther down from the ledge, while the Chevrolet Astro Van is located very far down from the ledge. This translates into the length of the top of the upper loop to the working tip of the tool.

The thickness of the door ledge must be anticipated. Cadillac has a relatively thin door while the Chevrolet Beretta's door is thick. Reaching for a power door lock control on an armrest may require an especially thick tool. This translates into the distance between the working tip and the opposing vertical stretch of the tool.

The last consideration is the distance that the window glass extends beneath the ledge. The longer the glass extends and the lower the inside lock button or power door control button is mounted, the longer the bottom loop must be on the tool.

For most applications the tool can be inserted straight down into the vehicle's door cavity, as shown in the following Technique Page illustrations. However, if difficulty is encountered, try tilting the handle forward, toward the front of the car, and insert the tool at the closest point to the front of the vehicle.

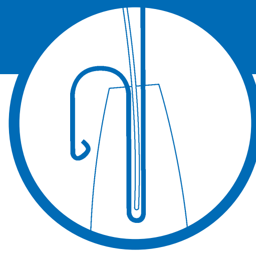
CO-59 (Original Killer): The shortest lower loop tool, second widest upper loop. Excellent for Beretta, Corsica, S10/S15 pickup, etc. Best used on vehicles with lock buttons within 3 inches (7.5cm) of the top of the door ledge.

CO-60 (Caddy Killer): Longest lower loop with narrow upper loop. Excellent for most Cadillacs, many Buicks and Oldsmobiles. Reaches lock buttons up to 5 inches (12.5cm) from door ledge. Best used on vehicles with thinner doors.

CO-61 (Stretch Killer): Longest lower loop with narrow upper loop. Excellent for Oldsmobile Cutlass, Buick Regal, some Astro Vans. Reaches lock buttons up to 6 inches (15.25cm) from the door ledge.

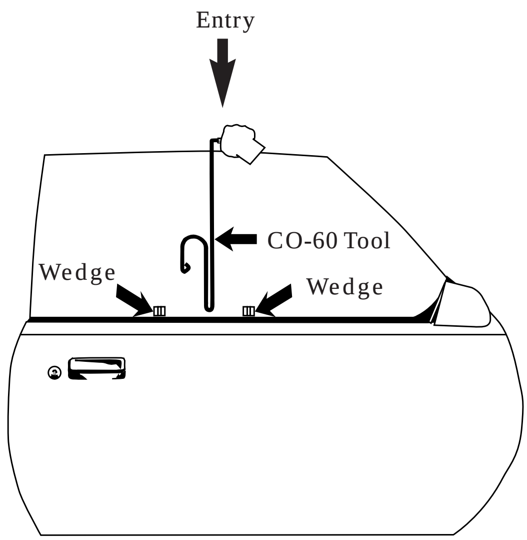
CO-70 (Super Killer): Longest lower loop and widest upper loop. Excellent for Ford cars and vehicles with power door lock controls on the arm rest. Reaches buttons up to 9 inches (23cm) below the door ledge and easily reaches 5 inches (12.5cm) toward the inside of the vehicle.

Under & Over Method



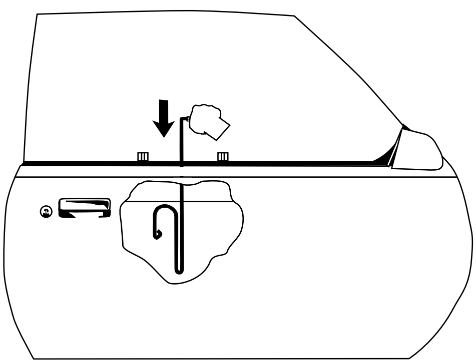
TECHNIQUE UO-1

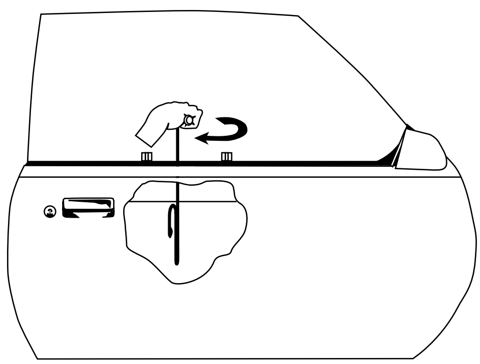
Recommended Tool:		
CO-60 (as shown)		
Optional Tools:		
CO-59	**CO-61**	**CO-70**



PASSENGER DOOR

1 Insert two wedges approx. 8 to 10 inches (20-25cm) apart in the center of the door, between the glass and weather stripping.



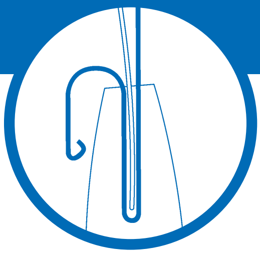


2 Lower the tool into the opening far enough to pass the bottom of the window. (Longer tools may need to be inserted at an angle.)

3 Turn the tool handle clockwise, or inward, and remove the wedges to take pressure off the window. Pull up on the tool to entering the inside of vehicle.

CONTINUED >>

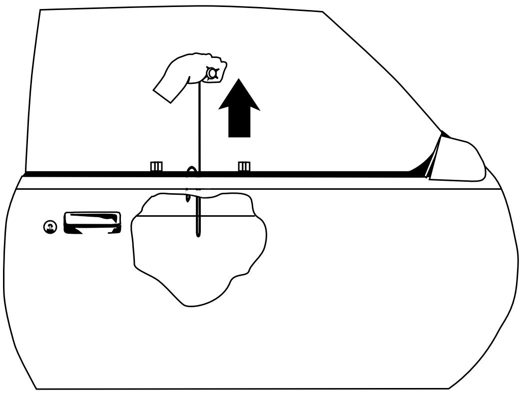
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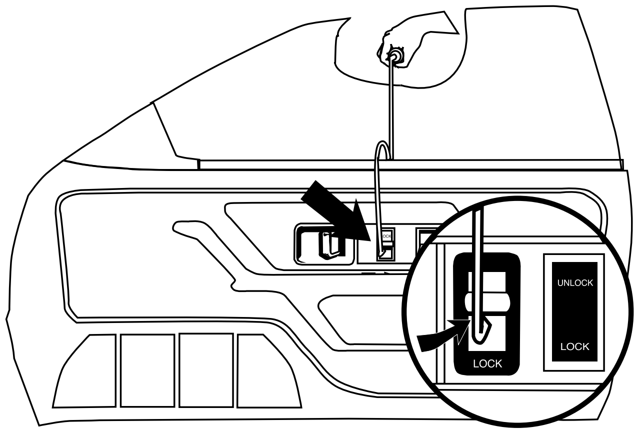


Under & Over Method

Technique UO-1

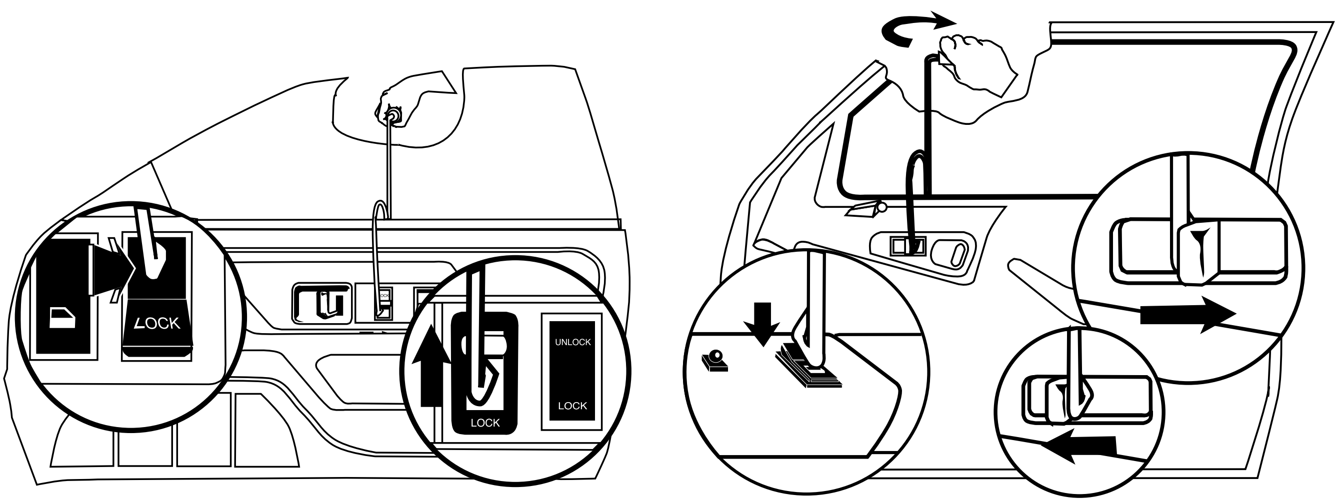
INSIDE PASSENGER DOOR





4 Pulling up on the tool will allow it to pass inside the weather stripping.

5 After the tool has passed the weather stripping, lower the tool down in line with the inside lock control.



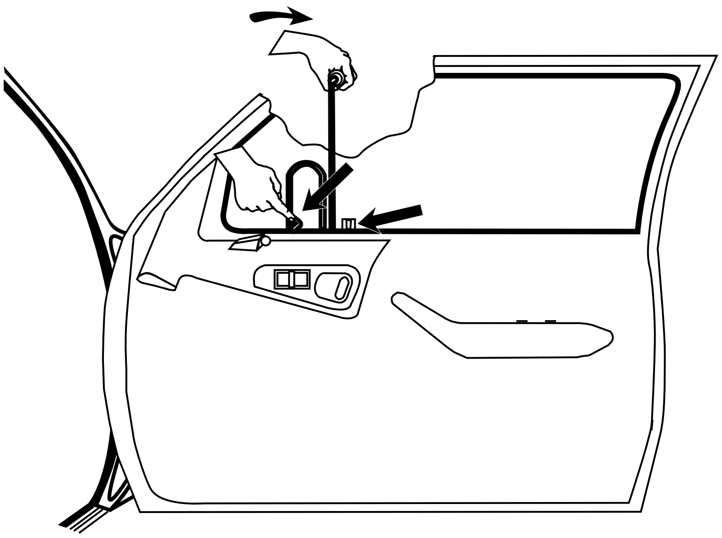
6 Place the tip of the tool on the lock control button or electric locking switch, and unlock the door.

NOTE: See the following Technique UO-R for the proper removal of the tool.

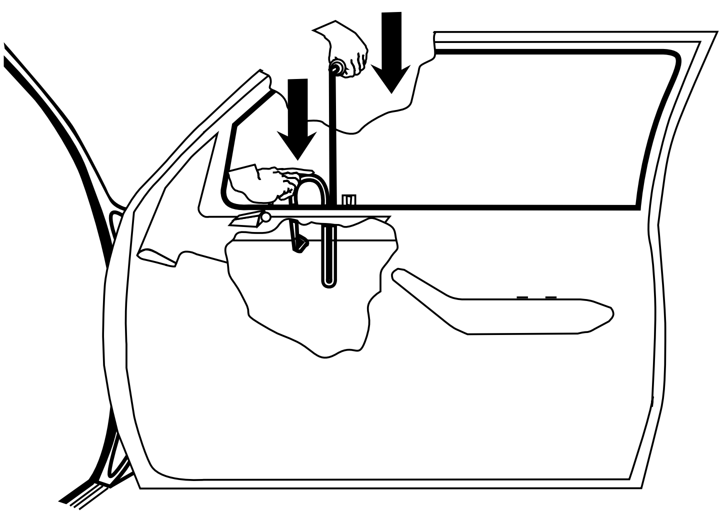
Under & Over Method

Technique UO-R

Removal of Under & Over Tools



1 Insert wedge(s) on the inside of door between the window and the weather stripping to create an opening for tool to be removed. (Position tool as shown.)



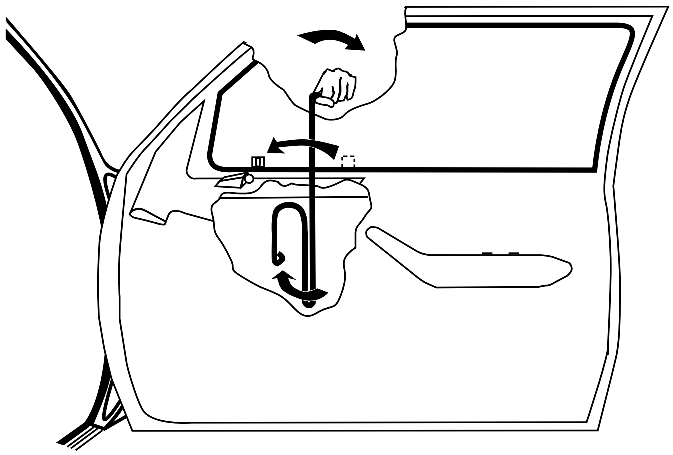
2 Lower the tool down inside the door.

CONTINUED >>

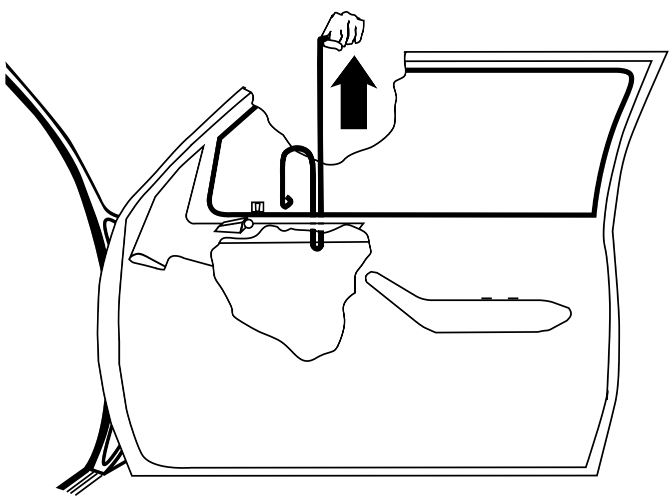
<< CONTINUED

Under & Over Method

Technique UO-R



3 Remove the wedge(s) from inside the door and insert them on the outside of the door between the window and the weather stripping to create an opening for the tool to pass through.

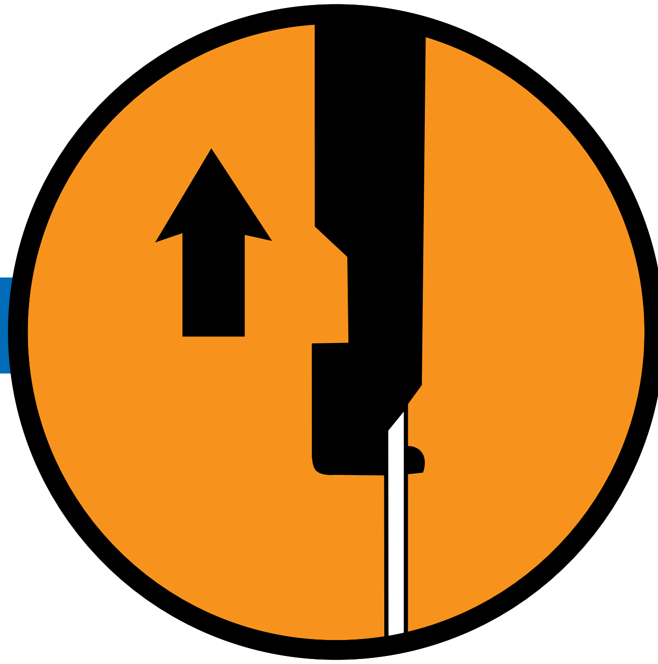


4 Turn the handle of the tool slightly, maneuvering it under the window. Pull the tool up, removing it.

NOTE: The tool should come out exactly the same way it entered. Specifically, if it entered with the hook toward the front of vehicle, then remove it in same way or the tool may bind upon exiting.

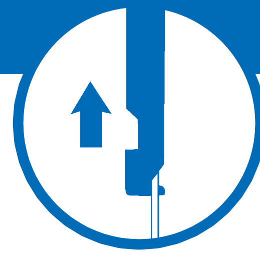
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VR • VR • VR • VR •



Vertical Rod Method

Vertical Rod Method

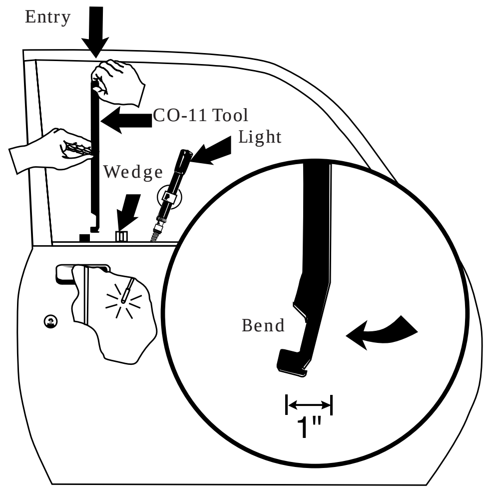


TECHNIQUE VR-1

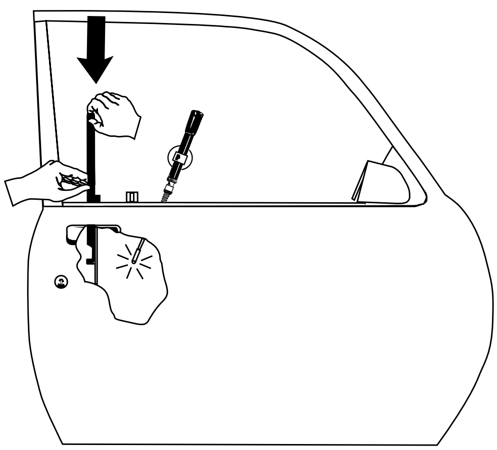
Recommended Tool:				
CO-11 (as shown)				
Optional Tools:				
CO-10	CO-18	CO-39	CO-52	CO-55
CO-65	CO-71	CO-72	CO-76	

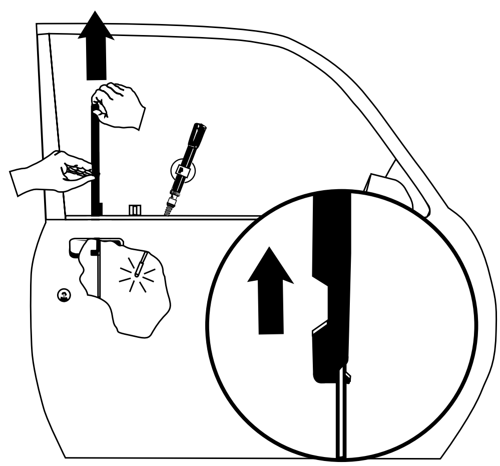
1 Insert wedge(s) at the front edge of the door handle, between the glass and weather stripping. Insert light and locate the vertical rod.

NOTE: Tools may need to be bent inward to reach the vertical rod.



PASSENGER DOOR





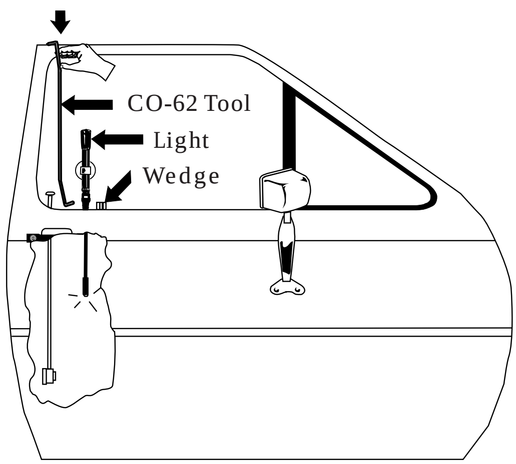
2 Lower the tool in line with the vertical linkage rod. Hook the tool on the linkage.

3 Hook the linkage rod with tool and pull up, unlocking the door.

Vertical Rod Method

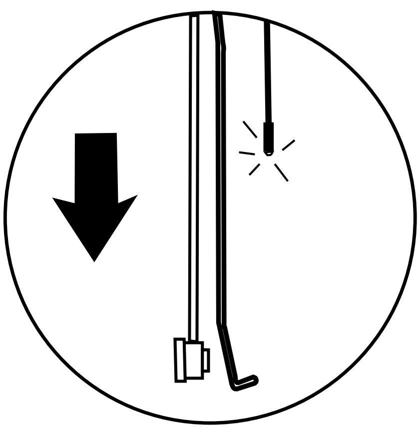
Technique VR-2

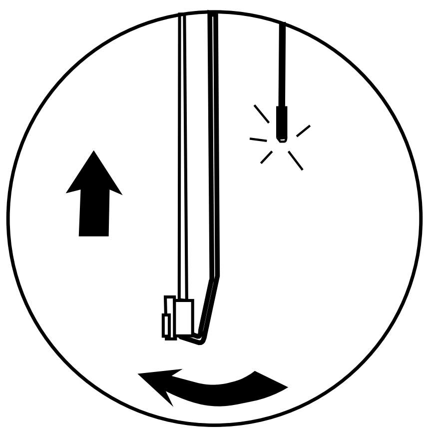
Recommended Tool:		
CO-62 (as shown)		
Optional Tools:		
CO-20	**CO-21** Handle	**CO-56**



PASSENGER DOOR

1 Insert wedge(s) directly in front of the door handle, between the glass and weather stripping. Insert light and locate the button on the vertical rod.





2 Lower the tool, approximately 10 to 18 inches (25-46cm), next to the vertical rod.

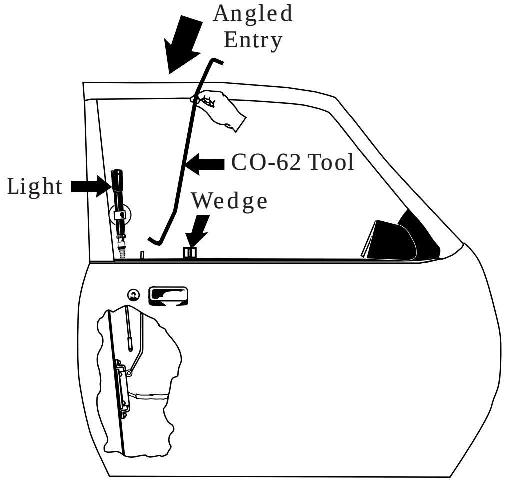
3 Contact the lower part of the vertical rod, and pull it up to unlock the door.

Vertical Rod Method

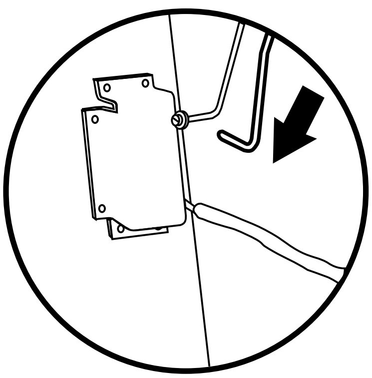
TECHNIQUE VR-3

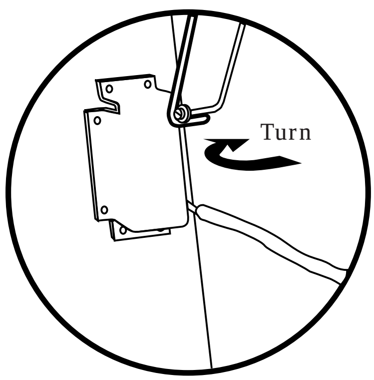
Recommended Tool:	
CO-62 (as shown)	
Optional Tools:	
CO-20	**CO-21 Handle**
CO-40 Handle	**CO-56**

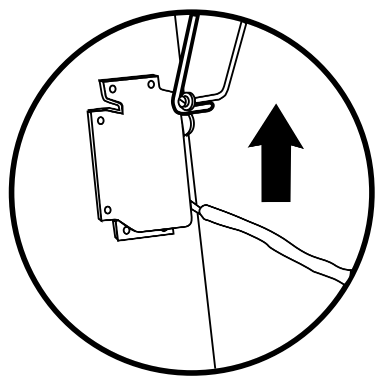
1 Insert wedge(s) at the front edge of the outside handle, between the glass and weather stripping. Insert light.



PASSENGER DOOR







2 Locate the bottom of the vertical rod, connected to the latch. Lower the tool approximately 10 to 12 inches (25-30cm) under the linkage lever.

3 Turn the tool under the linkage lever, connected to the latch.

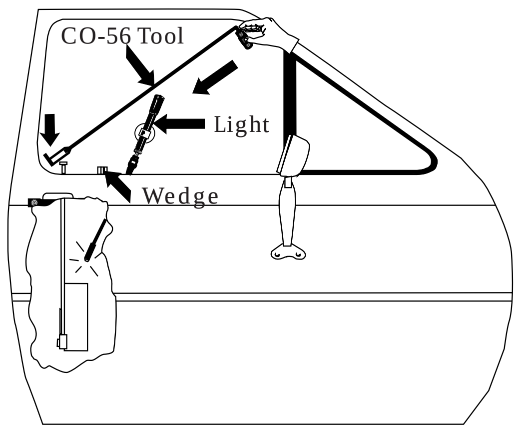
4 Pull up to unlock the door.

Vertical Rod Method

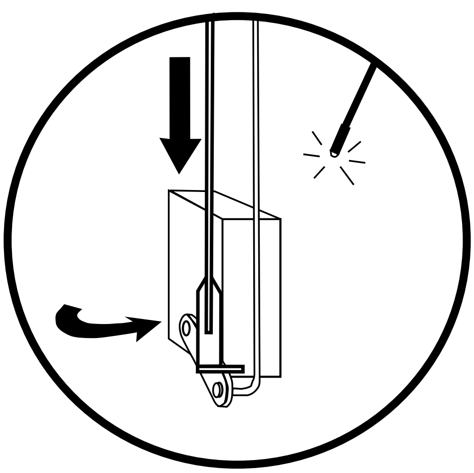
Technique VR-4

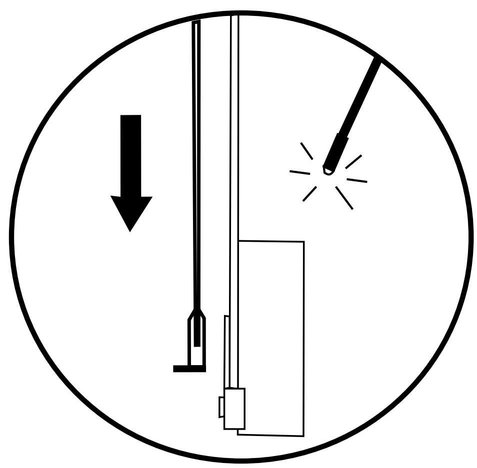
Recommended Tool:	
CO-56 (as shown)	
Optional Tools:	
CO-62	**CO-58**

1 Insert wedge(s) at the front of the outside door handle, between the glass and weather stripping. Insert light.



PASSENGER DOOR





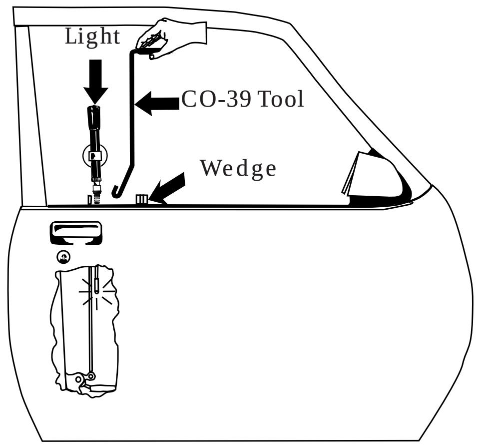
2 Insert the tool on an angle starting in the lower left corner behind the button. Lower the tool approximately 10 to 12 inches (25-30cm) down in line with the linkage.

3 With the tool in position near the latch, push down on the linkage between the door handle and the latch, unlocking the door.

Vertical Rod Method

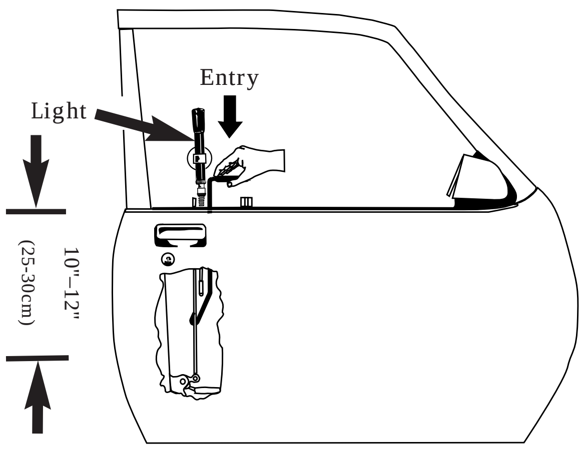
Technique VR-5

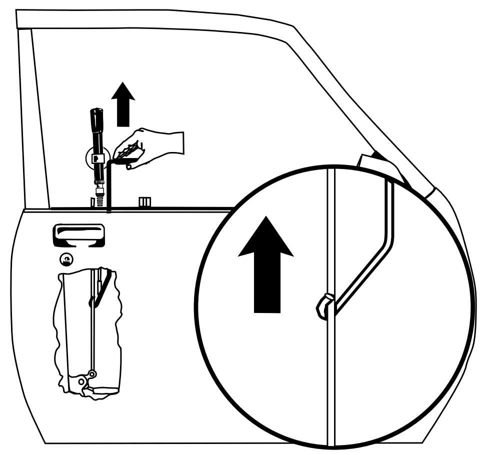
Recommended Tool:			
CO-39 (as shown)			
Optional Tools:			
CO-11	CO-52	CO-65	CO-71
CO-72	CO-76		



PASSENGER DOOR

1 Insert wedge(s) at the front of the door handle, between the glass and weather stripping. Insert light and locate the vertical rod.





2 Lower the tool on an angle approximately 10 to 12 inches (25-30cm), and hook the tool to the vertical rod.

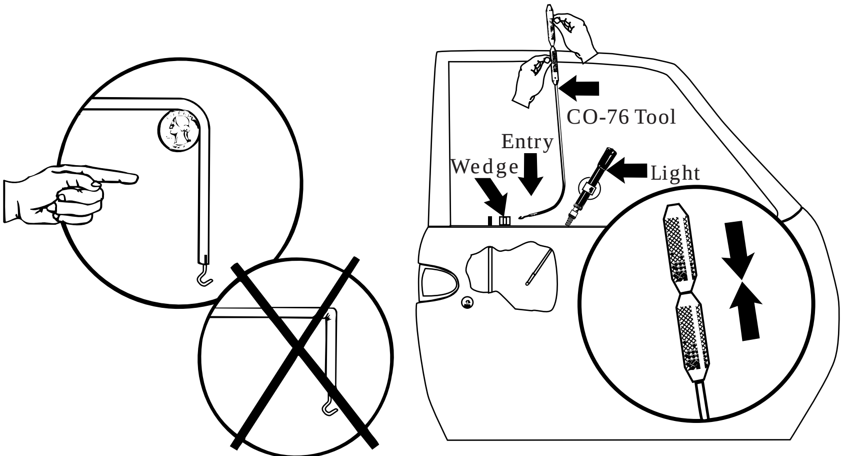
3 Bind the tool on the vertical rod and pull up, unlocking door.

Vertical Rod Method

TECHNIQUE VR-6

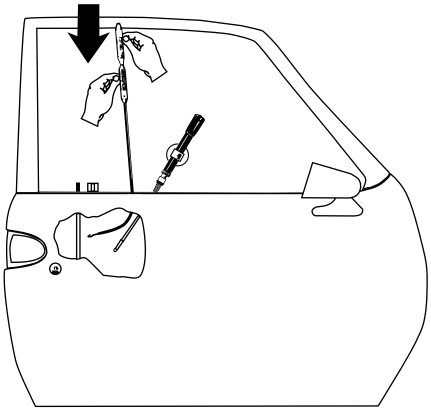
Recommended Tool:
CO-76 (as shown)
Optional Tools:
CO-11 CO-39

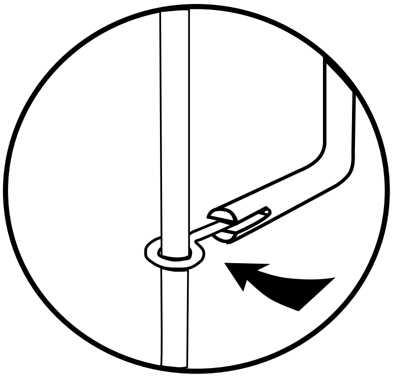
NOTE: The CO-76 has been bent and hardened at the proper angle. If you feel it is necesary to bend this tool further, DO NOT bend it sharper than what is shown here or the tool may be damaged.



PASSENGER DOOR

1 Insert wedge(s) at the front edge of the door handle between the glass and weather stripping. Insert light and locate the vertical rod (or rod connected to lazy pawl). Insert the tool.





2 Be sure to push handles together on the tool to extend the hook end from the tube. Lower the tool into the door in line with the vertical rod.

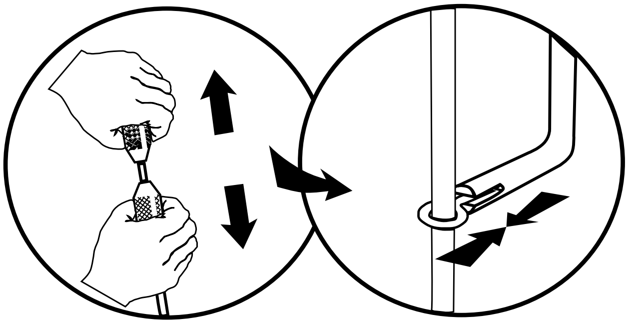
3 Rotate and grasp the vertical rod with the hook on the end of the tool.

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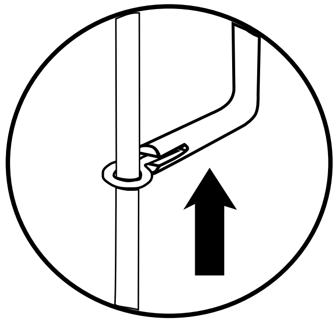
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Vertical Rod Method

Technique VR-6



4 Pull the handles apart while maintaining contact with the vertical rod, to grasp and bind the rod.



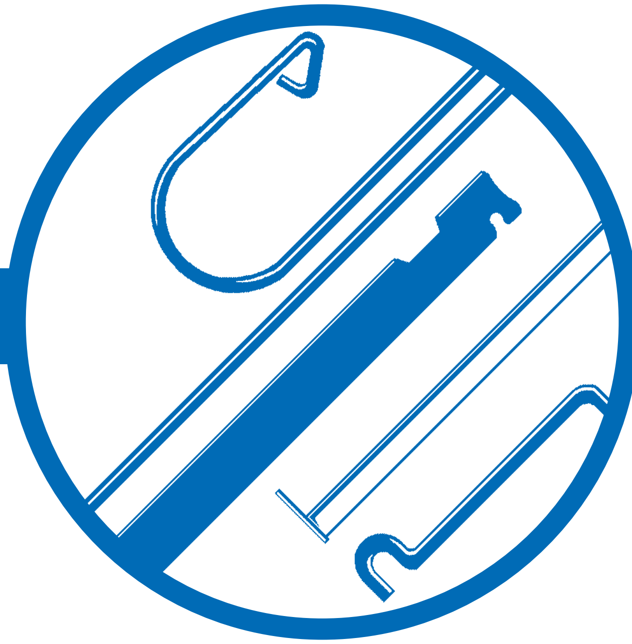
5 While maintaining grasp of the linkage, pull up on rod to unlock the car.

NOTE: Some vehicles may require a slightly angled direction of pull.

Caution:

Tool is flexible by design, therefore, DO NOT attempt to use as a “pry tool.”

Tool Index



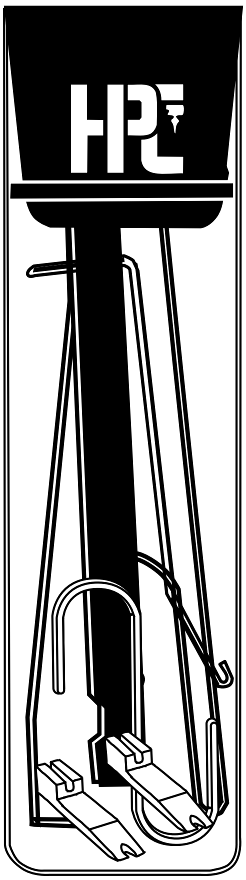
Icon Key
Products New to the HPC Catalog
Best Selling HPC Products
HPC Original
Time Saver
Advanced Level Tool

Tool Index

Car Opening Tool Selection Grid

Part No.	Description	Bell Crank Method	GM Latch Method	Horizontal Rod Method	Lasso Method	Lazy Pawl Method	Picking Method	Through Car Method	Through Handle Method	Through Lock Method	Through Vent Method	Under Button Method	Under & Over Method	Vertical Rod Method	Page No.
AKK-55	Starter Killer Kit	•		•		•						•	•	•	TI-1
AKK-66	Pro Killer Kit	•	•	•		•		•				•	•	•	TI-2
AKK-77	Deluxe Killer Kit	•	•	•		•		•	•	•	•	•	•	•	TI-3
AKK-88	Classic Killer Kit	•	•	•		•		•	•	•	•	•	•	•	TI-4
AKK-99	Ultimate Killer Kit	•	•	•	•	•	•	•	•	•	•	•	•	•	TI-6
CO-4	Deluxe Opener Set										•				TI-19
CO-6	Collapsible Opener							•							TI-19
CO-10	The Original Slim Jim™	•		•		•								•	TI-9
CO-11	Super Jim™	•		•		•								•	TI-9
CO-18	Sir James™	•		•		•								•	TI-9
CO-20	Peg Leg Jim™	•		•										•	TI-11
CO-21	Mercedes-Benz Opener	•		•										•	TI-12
CO-22	Jim Dandy™											•			TI-16
CO-24	Big Jim™	•		•		•								•	TI-10
CO-26	Jimmy™					•									TI-16
CO-37	Chrysler Tool					•				•					TI-16
CO-39	Horizontal Hook			•										•	TI-13
CO-40	Bell Crank Tool	•												•	TI-12
CO-52	Super J	•		•		•								•	TI-10
CO-55	Ultra Jim™	•		•		•								•	TI-11
CO-56	Flexible Peg Leg	•		•		•								•	TI-11
CO-57	J Flex™	•				•						•			TI-17
CO-58	Pocket Jim™	•		•		•								•	TI-11
CO-59	Original Killer												•		TI-20
CO-60	Caddy Killer™												•		TI-20
CO-61	Stretch Killer™												•		TI-20
CO-62	Safari Joe™	•	•											•	TI-12
CO-65	Super Joe™													•	TI-10
CO-66	Astro Tool			•											TI-13
CO-67	Reverse Over Hook™	•		•		•								•	TI-13
CO-68	Over Hook™			•											TI-13
CO-70	Super Killer™												•		TI-20
CO-71	Stretch Double “L”	•		•		•								•	TI-14
CO-72	Short Double “L”	•		•		•								•	TI-14
CO-73	Lasso™				•										TI-19
CO-74	Trip Tool	•				•									TI-16
CO-75	Horizontal Clutch™			•											TI-15
CO-76	Vertical Clutch™													•	TI-15
CO-77	Mini Jim™								•						TI-17
CO-78	5 Foot Super Snare							•			•				TI-18
CO-79	Instant Explorer Tool								•						TI-17
CO-80	Switch Stick							•			•				TI-18

Starter Killer Kit



No. AKK-55

#1

AKK-55 CONTAINS:
TOOLS
CO-11 CO-22 CO-39 CO-61
WEDGES
(2) AW-38
MANUAL
AKK-BOOKLET*
CASE
AKK-POUCH

* HPC's Mini Car Opening Booklet illustrates the 13 methods of car opening and guides you to proper tool selection.

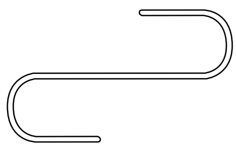
CO-11



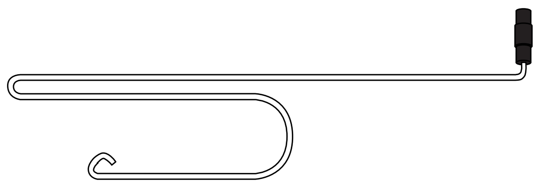
CO-39



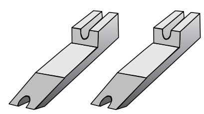
CO-22



CO-61

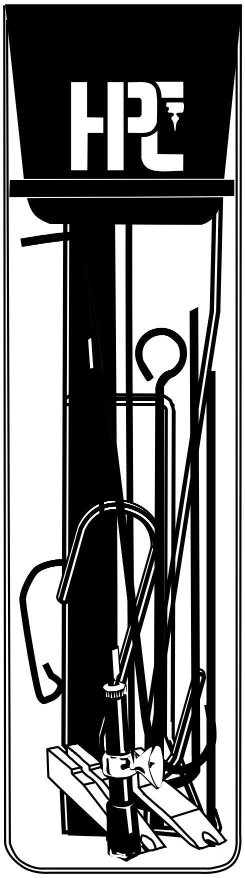


AW-38



The Starter Killer Kit (AKK-55) is ideal for beginners or locksmiths needing a small kit for a second service vehicle. The AKK-55 includes the Super Jim™ (CO-11), Jim Dandy™ (CO-22), Horizontal Hook (CO-39), Stretch Killer™ (CO-61), and two 3/8" Ultimate Auto Wedges (AW-38), all in a clear-view plastic case. This variety of tools will help you open many cars using the Under Button and Under & Over styles as well as attacking vertical and horizontal rods, lazy pawls, and bell cranks. As your proficiency in car opening progresses, you can purchase the AP-1 Accessory Pack which turns your Starter Killer Kit into a Pro Killer Kit (AKK-66).

Pro Killer Kit



No. AKK-66

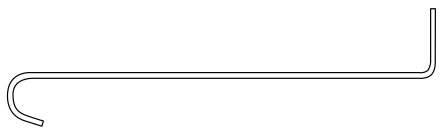
AKK-66 CONTAINS:
TOOLS
CO-6 CO-11 CO-21 CO-22 CO-39 CO-61 CO-62
WEDGES
(2) AW-34 (2) AW-38
LIGHT
FAL-15
MANUAL
AKK-BOOKLET*
CASE
AKK-POUCH

* HPC's Mini Car Opening Booklet illustrates the 13 methods of car opening and guides you to proper tool selection.

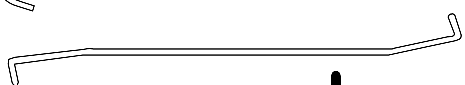
CO-11



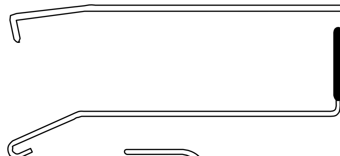
CO-21



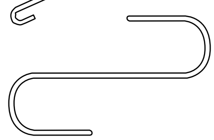
CO-62



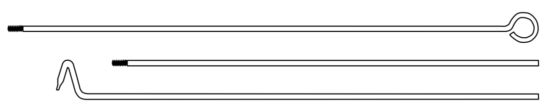
CO-39



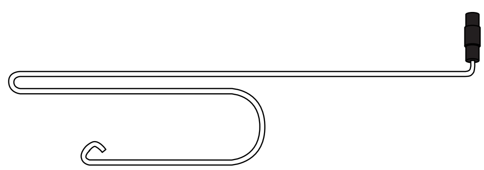
CO-22



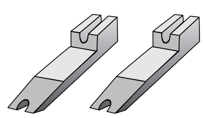
CO-6



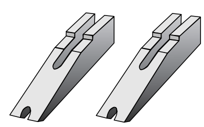
CO-61



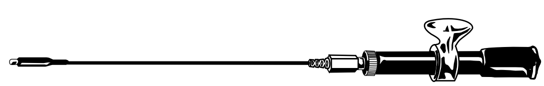
AW-38



AW-34

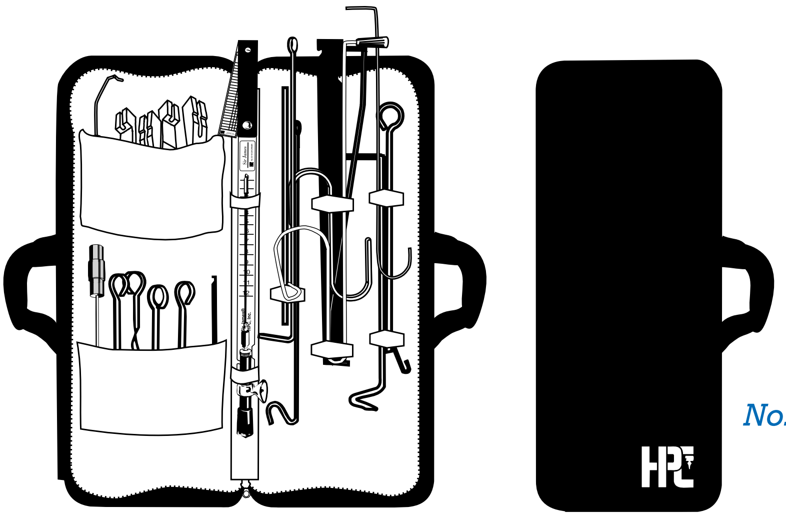


FAL-15



The Pro Killer Kit (AKK-66) includes the same tools as the Starter Killer Kit (AKK-55), plus the Safari Joe™ (CO-62), Collapsible Opener (CO-6), Mercedes-Benz Opener (CO-21), two 3/4" Ultimate Auto Wedges (AW-34), and a Flex-A-Light™ (FAL-15), all in a clear-view plastic case. This variety of tools will help you open an impressive amount of cars using the Through Car, Under Button, and Under & Over styles, as well as attacking vertical and horizontal rods, lazy pawls, bell cranks, and the GM latch. As your needs in car opening increase, you can purchase the AP-2 Accessory Pack which gives your Pro Killer Kit all the tools of a Deluxe Killer Kit (AKK-77).

Deluxe Killer Kit



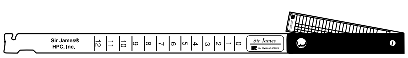
No. AKK-77

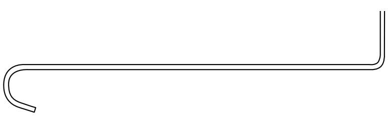
AKK-77 CONTAINS:
TOOLS
CO-4
CO-6
CO-11
CO-18
CO-21
CO-22
CO-26
CO-37
CO-39
CO-61
CO-62
CO-77
WEDGES
(2) AW-34
(2) AW-38
LIGHT
FAL-15
MANUAL
AKK-BOOKLET*
CASE
AKK-CASE

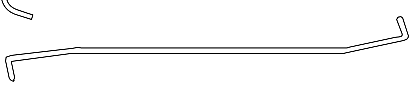
* HPC's Mini Car Opening Booklet illustrates the 13 methods of car opening and guides you to proper tool selection.

The Deluxe Killer Kit (AKK-77) includes the same tools as the Pro Killer Kit (AKK-66), plus the Chrysler Tool (CO-37), Deluxe Car Opener Set (CO-4), the Jimmy (CO-26), Sir James™ (CO-18), and Mini Jim™ (CO-77), all in a deluxe, highly durable, custom-made carrying case. This variety of tools will help you open an incredible amount of cars using the Through Vent, Through Lock, Through Handle, Through Car, Under Button, and Under & Over styles, as well as attacking vertical and horizontal rods, lazy pawls, bell cranks, and the GM latch. As the demand of car opening in your business grows, you can purchase the AP-3 accessory pack which turns your Deluxe Killer Kit into a Classic Killer Kit (AKK-88).

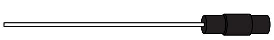
CO-11

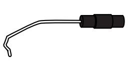

CO-18


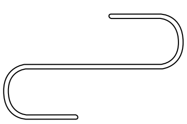
CO-21


CO-62


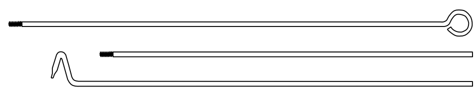
CO-39

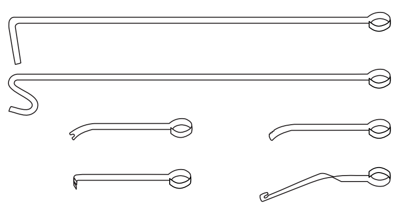

CO-26


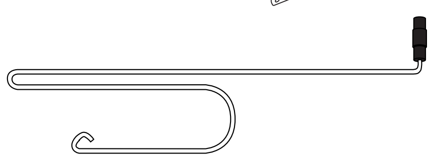
CO-37


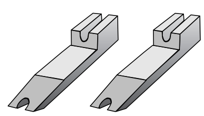
CO-22


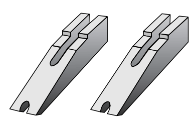
CO-77

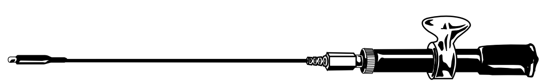
CO-6


CO-4


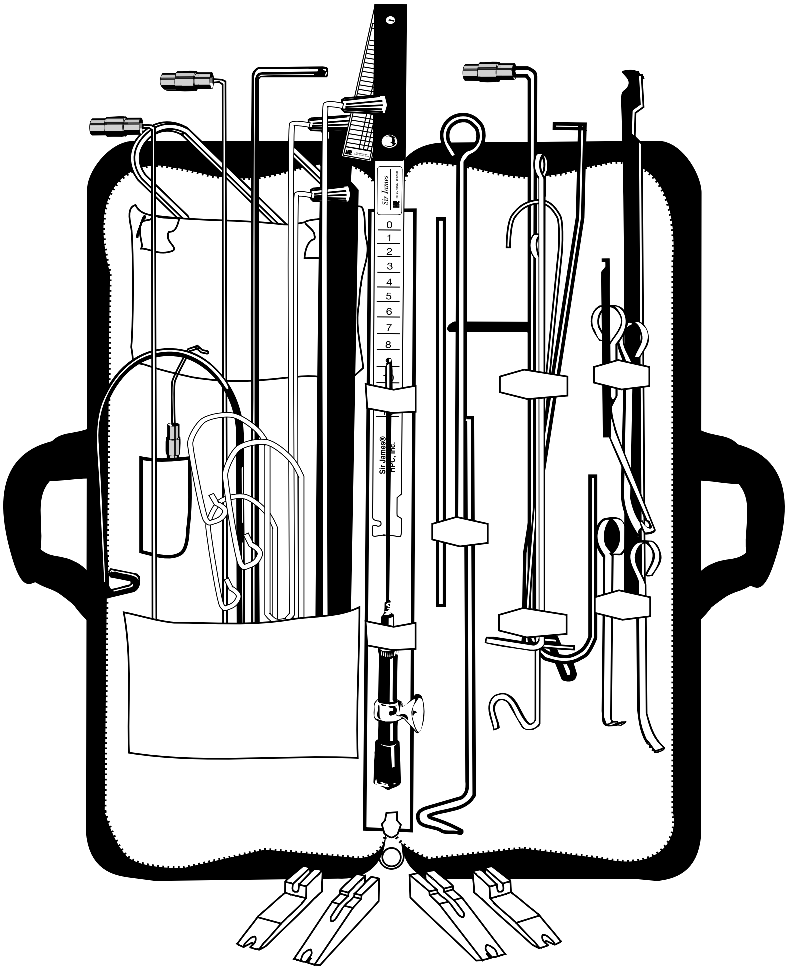
CO-61


AW-38


AW-34


FAL-15


Classic Killer Kit



AKK-88 CONTAINS:
TOOLS
CO-4 CO-6 CO-10 CO-11 CO-18 CO-21 CO-22 CO-26 CO-37 CO-39 CO-55 CO-56 CO-57 CO-59 CO-60 CO-61 CO-62 CO-70 CO-77
WEDGES
(2) AW-34 (2) AW-38
LIGHT
FAL-15
MANUAL
AKK-BOOKLET*
CASE
AKK-CASE

* HPC's Mini Car Opening Booklet illustrates the 13 methods of car opening and guides you to proper tool selection.

#1 *No. AKK-88*

The Classic Killer Kit (AKK-88) includes the same tools as the Deluxe Killer Kit (AKK-77), plus the Ultra Jim™ (CO-55), the Flexible Peg Leg (CO-56), the J Flex™ (CO-57), the Original Slim Jim™ (CO-10), the Super Killer™ (CO-70), the Caddy Killer™ (CO-60), and the Original Killer (CO-59), all in a deluxe, highly durable, custom-made carrying case. This variety of tools will help you open most of the cars on the road today using the Through Vent, Through Lock, Through Handle, Through Car, Under Button, and Under & Over styles, as well as attacking vertical and horizontal rods, lazy pawls, bell cranks, and the GM latch. As car opening becomes a more important part of your business and your desire for more specialized tools increases, you can purchase the AP-4 Accessory Pack which gives your Classic Killer Kit all the tools of an Ultimate Killer Kit (AKK-99).

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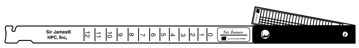
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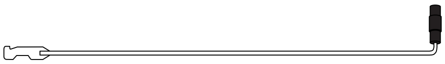
Tool Index

Classic Killer Kit

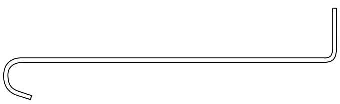
CO-10

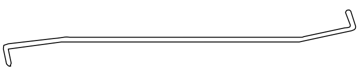

CO-11


CO-18


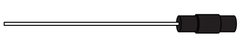
CO-55


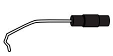
CO-56

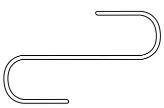

CO-21


CO-62


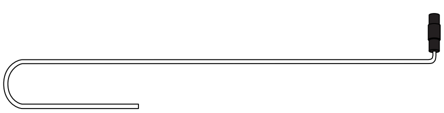
CO-39

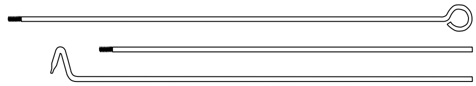

CO-26


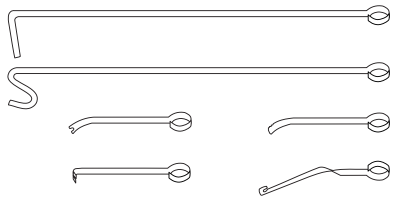
CO-37


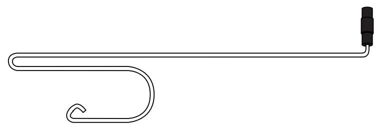
CO-22


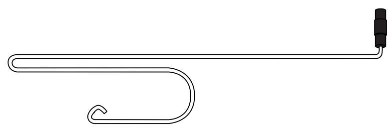
CO-77

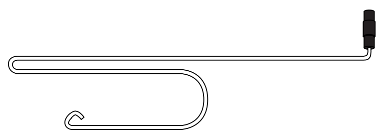
CO-57


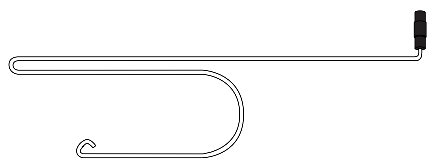
CO-6


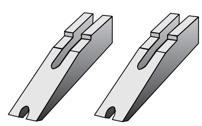
CO-4


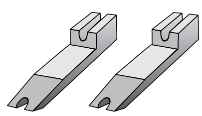
CO-59


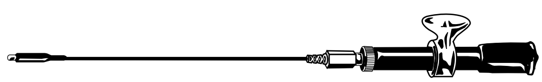
CO-60


CO-61


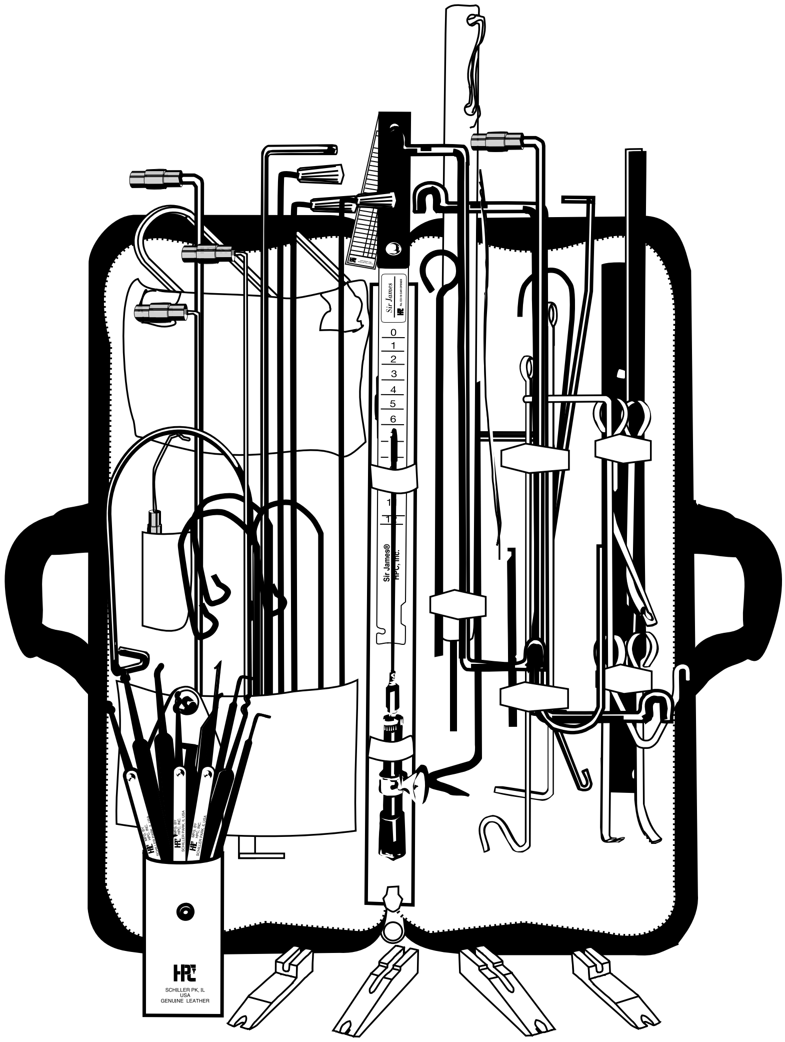
CO-70


AW-34


AW-38


FAL-15


Ultimate Killer Kit



#1 **No. AKK-99**

AKK-99 CONTAINS:
TOOLS
CO-4
CO-6
CO-10
CO-11
CO-18
CO-21
CO-22
CO-26
CO-37
CO-39
CO-55
CO-56
CO-57
CO-59
CO-60
CO-61
CO-62
CO-67
CO-68
CO-70
CO-71
CO-72
CO-73
CO-74
CO-77
WEDGES
(2) AW-34
(2) AW-38
LIGHT
FAL-15
PICK SET
PIP-13
MANUAL
COA-22*
CASE
AKK-CASE

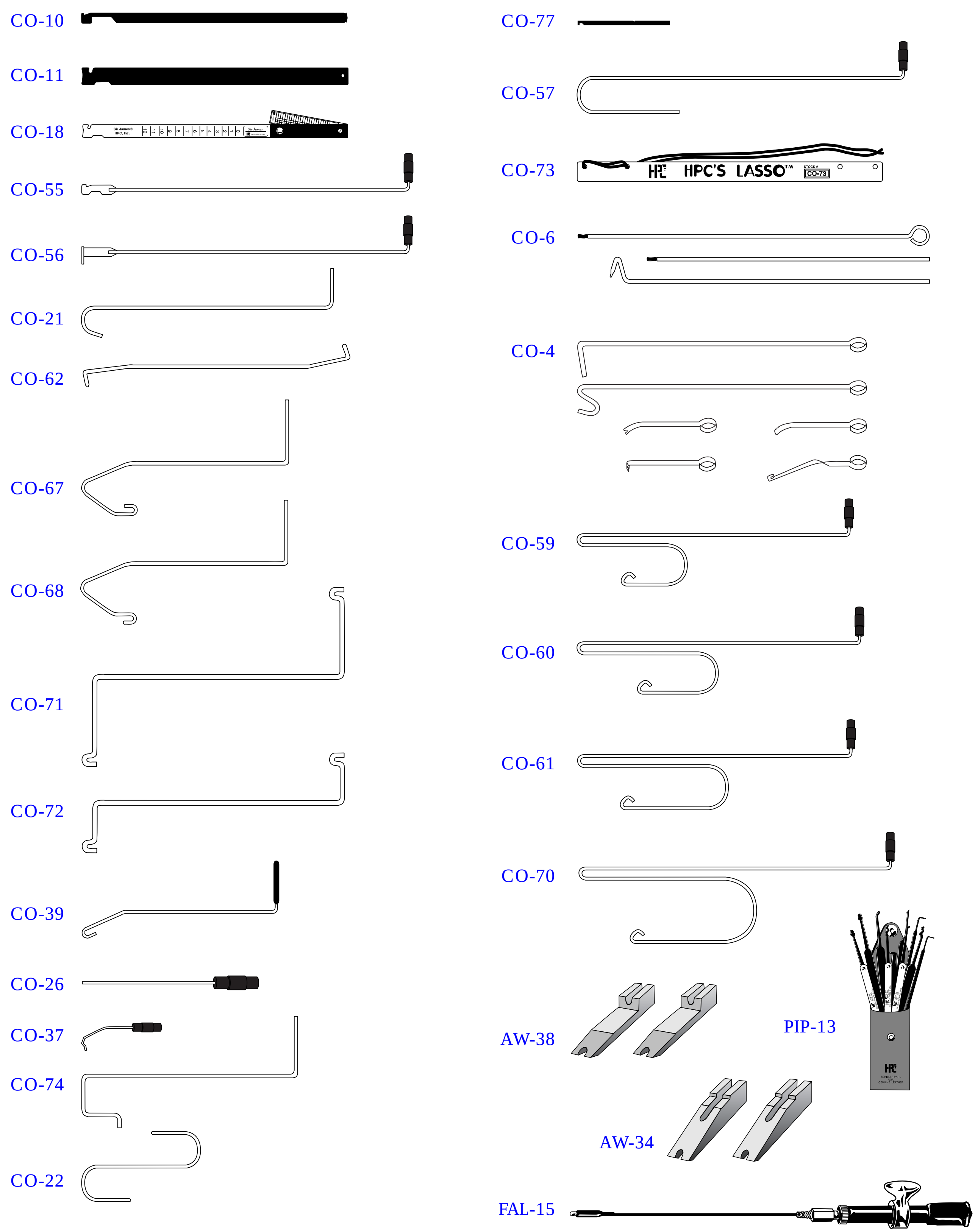
* The Ultimate Killer Kit comes complete with an updateable, loose leaf copy of (COA-22) HPC's Car Opening Authority™.

The Ultimate Killer Kit (AKK-99) is the first choice of locksmiths wanting to get into virtually every car on the road today! The AKK-99 includes the same tools as the Classic Killer Kit (AKK-88), plus the Over Hook™ (CO-68), the Reverse Over Hook™ (CO-67), the Stretch Double "L" (CO-71), the Short Double "L" (CO-72), the Lasso™ (CO-73), the Trip Tool (CO-74), and a Novice Pick Set (PIP-13). The Ultimate Killer Kit comes complete in a deluxe, highly durable, custom-made carrying case. This is the ultimate set of tools for Lasso, Picking, Through Vent, Through Lock, Through Handle, Through Car, Under Button, and Under & Over styles of car opening. With these tools you will also be able to attack all types of vertical and horizontal rods, lazy pawls, bell cranks, and the GM latch.

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Ultimate Killer Kit



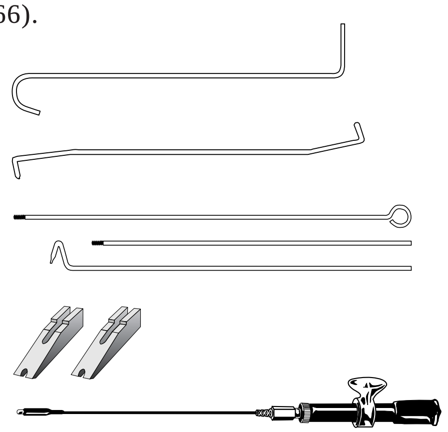
Accessory Packs

HPC's Modular Killer Kits allow you to build your car opener kit from a Starter Kit to an Ultimate Kit or anywhere in between. There are 5 kits available (Starter Killer Kit, Pro Killer Kit, Deluxe Killer Kit, Classic Killer Kit, and Ultimate Killer Kit). Each one adds several tools that are not included in the previous kit. The following Accessory Packs provide an economical way to build your current Modular Killer Kit into a more comprehensive car opening kit as your needs increase.

No. AP-1

Accessory Pack Number 1 will allow you to turn your Starter Killer Kit (AKK-55) into a Pro Killer Kit (AKK-66).

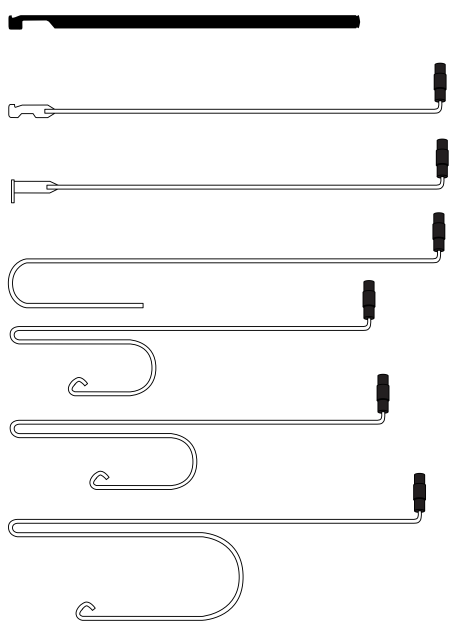
CO-21
CO-62
CO-6
AW-34
FAL-15



No. AP-3

Accessory Pack Number 3 will allow you to turn your Deluxe Killer Kit (AKK-77) into a Classic Killer Kit (AKK-88).

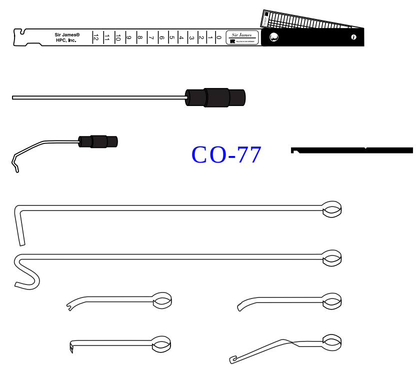
CO-10
CO-55
CO-56
CO-57
CO-59
CO-60
CO-70



No. AP-2

Accessory Pack Number 2 gives your Pro Killer Kit (AKK-66) all the tools of a Deluxe Killer Kit (AKK-77).

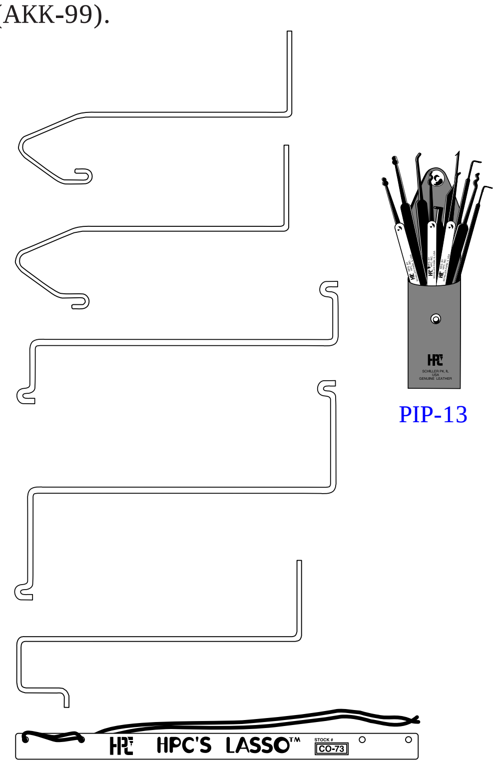
CO-18
CO-26
CO-37
CO-77
CO-4



No. AP-4

Accessory Pack Number 4 gives your Classic Killer Kit (AKK-88) all the tools of an Ultimate Killer Kit (AKK-99).

CO-67
CO-68
CO-72
CO-71
CO-74
CO-73
PIP-13



Tool Index

The Original Slim Jim™



No. CO-10

HPC's Original Slim Jim™ has been the entry tool by which all others have been judged since its introduction in 1967. Although automobiles have changed considerably in recent years, the large number of applicable cars on the road allows the Slim Jim™ to remain a necessity for all auto lock specialists.

Methods of Entry:
- Bell Crank Method
- Lazy Pawl Method
- Horizontal Rod Method
- Vertical Rod Method

CO-10 OPENS:

ALFA ROMEO
GTV
CHEVY
G10
G20
G30
DODGE
Neon
EAGLE
Medallion

FORD
Aerostar
Aspire
Bronco II
Futura
LTD
Mustang
Ranger
Taurus
Tempo
Thunderbird
HONDA
Accord
Civic
ISUZU
KB
Pup Pickup
Trooper

MAZDA
626
B Pickups
MERCEDES
C220
C280
MERCURY
Capri
Cougar
Grand Marquis
Sable
Topaz
Zephyr
NISSAN
Maxima
Pickup
Stanza

OPEL
Monterey
PLYMOUTH
Sundance
RENAULT
R21
Medallion
ROVER
200
TOYOTA
4-Runner
Camry
Cressida
Hilux
Land Cruiser
Pickups

Plus, many more!

Super Jim™



No. CO-11

The Super Jim™ is a wider version of the Original Slim Jim™ (CO-10) and on some models may be faster.

Methods of Entry:
- Bell Crank Method
- Lazy Pawl Method
- Horizontal Rod Method
- Vertical Rod Method

CO-11 OPENS:

ALFA ROMEO
GTV
CHEVY
G10
G20
G30
DODGE
Neon
EAGLE
Medallion

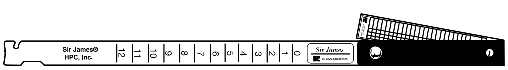
FORD
Aerostar
Aspire
Bronco II
Futura
LTD
Mustang
Ranger
Taurus
Tempo
Thunderbird
HONDA
Accord
Civic
ISUZU
KB
Pup Pickup
Trooper

MAZDA
626
B Pickups
MERCEDES
C220
C280
MERCURY
Capri
Cougar
Grand Marquis
Sable
Topaz
Zephyr
NISSAN
Maxima
Pickup
Stanza
OPEL
Monterey

PLYMOUTH
Sundance
RENAULT
R21
Medallion
ROVER
200
TOYOTA
4-Runner
Camry
Cressida
Hilux
Land Cruiser
Pickups

Plus, many more!

Sir James™



No. CO-18

The Sir James™ is a deluxe version of the Super Jim™ (CO-11). It features pre-scribed depth graduations on its face, a built-in note pad for recording pick up points and exact opening procedures, and a genuine leather handle.

Methods of Entry:
- Bell Crank Method
- Lazy Pawl Method
- Horizontal Rod Method
- Vertical Rod Method

CO-18 OPENS:

ALFA ROMEO
GTV
CHEVY
G10
G20
G30
DODGE
Neon
EAGLE
Medallion

FORD
Aerostar
Aspire
Bronco II
Futura
LTD
Mustang
Ranger
Taurus
Tempo
Thunderbird
HONDA
Accord
Civic
ISUZU
KB
Pup Pickup
Trooper

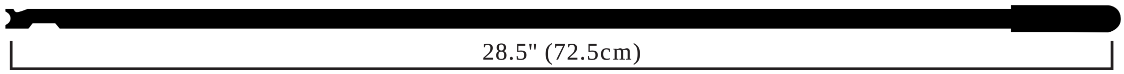
MAZDA
626
B Pickups
MERCEDES
C220
C280
MERCURY
Capri
Cougar
Grand Marquis
Sable
Topaz
Zephyr
NISSAN
Maxima
Pickup
Stanza
OPEL
Monterey

PLYMOUTH
Sundance
RENAULT
R21
Medallion
ROVER
200
TOYOTA
4-Runner
Camry
Cressida
Hilux
Land Cruiser
Pickups

Plus, many more!

Tool Index

Big Jim™



No. CO-24

The Big Jim™ is made especially for GM X-Type vehicles. It will open almost every vehicle that the Original Slim Jim™ (CO-10) will, plus with its extended length, it will open additional vehicles with linkages and bell cranks deeper in the door.

Methods of Entry:

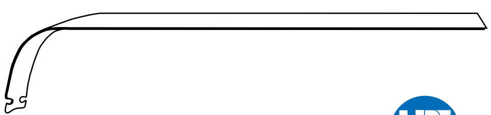
- Bell Crank Method
- Lazy Pawl Method
- Horizontal Rod Method
- Vertical Rod Method

CO-24 OPENS:

ALFA ROMEO
GTV
CHEVY
G10
G20
G30
DODGE
Neon
EAGLE
Medallion
FORD
Aerostar
Aspire
Bronco II
Futura
LTD
Mustang
Ranger
Taurus
Tempo
Thunderbird
HONDA
Accord
Civic
ISUZU
KB
Pup Pickup
Trooper
MAZDA
626
B Pickups
MERCEDES
C220
C280
MERCURY
Capri
Cougar
Grand Marquis
Sable
Topaz
Zephyr
NISSAN
Maxima
Pickup
Stanza
PLYMOUTH
Sundance
RENAULT
R21
Medallion
ROVER
200
TOYOTA
4-Runner
Camry
Cressida
Hilux
Land Cruiser
Pickups

Plus, many more!

Super J



No. CO-52

The Super J™ will allow you to open almost any auto with vertical linkage. The Super J™ was designed to give your Super Jim™ (CO-11) or the Original Slim Jim™ (CO-10) an entirely new application. Either tool will enable the Super J™ to enter the door as a straight tool. Upon removal of CO-10 or CO-11, Super J™ returns to its original J-shaped form. The bend allows it to reach locations inside the door that would otherwise be isolated.

Methods of Entry:

- Bell Crank Method
- Lazy Pawl Method
- Horizontal Rod Method
- Vertical Rod Method

CO-52 OPENS:

ALFA ROMEO
GTV
CHEVY
G10
G20
G30
DODGE
Neon
EAGLE
Medallion
FORD
Aerostar
Aspire
Bronco II
Futura
LTD
Mustang
Ranger
Taurus
Tempo
Thunderbird
HONDA
Accord
Civic
ISUZU
KB
Pup Pickup
Trooper
MAZDA
626
B Pickups
MERCEDES
C220
C280
MERCURY
Capri
Cougar
Grand Marquis
Sable
Topaz
Zephyr
NISSAN
Maxima
Pickup
Stanza
OPEL
Monterey
PLYMOUTH
Sundance
RENAULT
R21
Medallion
ROVER
200
TOYOTA
4-Runner
Camry
Cressida
Hilux
Land Cruiser
Pickups

Plus, many more!

Super Joe™



No. CO-65

The Super Joe™ is designed to open a wide variety of vehicles having vertical button rods. Chrysler products offer the best applications, though countless other vehicles (especially Japanese models) can be opened with Super Joe™.

Method of Entry:

- Vertical Rod Method

CO-65 OPENS:

ALFA ROMEO
GTV
CHEVY
G10
G20
G30
CHRYSLER
Cirrus
CJ
Concorde
Grand Wagoneer
Imperial
J10/J20
LeBaron
LHS
Neon
DODGE
Neon
EAGLE
Medallion
FORD
Aerostar
Aspire
Bronco II
Futura
LTD
Mustang
Ranger
Taurus
Tempo
Thunderbird
HONDA
Accord
Civic
ISUZU
KB
Pup Pickup
Trooper
MAZDA
626
B Pickups
MERCEDES
C220
C280
MERCURY
Capri
Cougar
Grand Marquis
Sable
Topaz
Zephyr
NISSAN
Maxima
Pickup
Stanza
OPEL
Monterey
PLYMOUTH
Sundance
RENAULT
R21
Medallion
ROVER
200
TOYOTA
4-Runner
Camry
Cressida
Hilux
Land Cruiser
Pickups

Plus, many more!

Tool Index

Ultra Jim™



No. CO-55

The Ultra Jim™ has the most popular of all car opener designs(The Original Slim Jim™ method) in a flexible material. It allows you to custom bend and fully rotate the tool inside of the door to bind or manipulate those hard to reach linkage areas.

Methods of Entry:
- Bell Crank Method
- Lazy Pawl Method
- Horizontal Rod Method
- Vertical Rod Method

CO-55 OPENS:

ALFA ROMEO
GTV
CHEVY
G10
G20
G30
DODGE
Neon
EAGLE
Medallion

FORD
Aerostar
Aspire
Bronco II
Futura
LTD
Mustang
Ranger
Taurus
Tempo
Thunderbird
HONDA
Accord
Civic
ISUZU
KB
Pup Pickup
Trooper

MAZDA
626
B Pickups
MERCEDES
C220
C280
MERCURY
Capri
Cougar
Grand Marquis
Sable
Topaz
Zephyr
NISSAN
Maxima
Pickup
Stanza
OPEL
Monterey

PLYMOUTH
Sundance
RENAULT
R21
Medallion
ROVER
200
TOYOTA
4-Runner
Camry
Cressida
Hilux
Land Cruiser
Pickups

Plus, many more!

Pocket Jim™



No. CO-58

The modular design of the Pocket Jim™ allows it to fit in your pocket. It gives you the flexibility to use any combination of segments to create a variety of tools. The Pocket Jim™ includes tips from the Slim Jim™ (CO-10) and the Peg Leg™ (CO-20). This tool can grasp vertical linkages, and because of its thin body, can rotated a full 360 degrees inside the door, to locate offset horizontal linkage.

Methods of Entry:
- Bell Crank Method
- Lazy Pawl Method
- Horizontal Rod Method
- Vertical Rod Method

CO-58 OPENS:

ALFA ROMEO
75
GTV
Milano
BUICK
LeSabre
Park Avenue
Riviera
CADILLAC
Brougham
Deville
Eldorado
Fleetwood
Seville

CHEVY
Impala
DODGE
Neon
EAGLE
Summit
HONDA
Accord
Civic
MAZDA
626
B Pickups
MERCEDES
C220
C280

NISSAN
200SX
Gazelle
Silvia
OLDSMOBILE
88
98
Toronado
PLYMOUTH
Sundance
PONTIAC
Bonneville
Parisienne
Safari

RENAULT
R21
Medallion
ROVER
200
VOLVO
760
YUGO
GVL/GVX
ZASTAVA
GVL/GVX

Plus, many more!

Flexible Peg Leg



No. CO-56

All the versatility of Peg Leg Jim™ combined with the flexibility to custom bend and rotate makes this an extremely useful tool for attacking any bell crank, lazy pawl, vacuum boot, or latch.

Methods of Entry:
- Bell Crank Method
- Horizontal Rod Method
- Vertical Rod Method
- Lazy Pawl Method

CO-56 OPENS:

ALFA ROMEO
75
Milano
BUICK
LeSabre
Park Avenue
Riviera

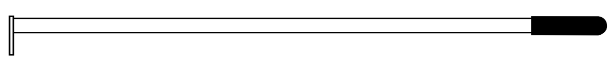
CADILLAC
Brougham
Deville
Eldorado
Fleetwood
Seville
CHEVY
Impala
EAGLE
Summit

NISSAN
200SX
Gazelle
Silvia
OLDSMOBILE
88
98
Toronado
PONTIAC
Bonneville
Parisienne
Safari

VOLVO
760
YUGO
GVL/GVX
ZASTAVA
GVL/GVX

Plus, many more!

Peg Leg Jim™



No. CO-20

The Peg Leg Jim™ is for models with protected linkage. In the 1980's, GM started sheathing rods on some models.

Methods of Entry:
- Bell Crank Method
- Horizontal Rod Method
- Vertical Rod Method

CO-20 OPENS:

ALFA ROMEO
75
Milano
BUICK
LeSabre
Park Avenue
Riviera

CADILLAC
Brougham
Deville
Eldorado
Fleetwood
Seville
CHEVY
Impala
EAGLE
Summit

NISSAN
200SX
Gazelle
Silvia
OLDSMOBILE
88
98
Toronado
PONTIAC
Bonneville
Parisienne
Safari

VOLVO
760
YUGO
GVL/GVX
ZASTAVA
GVL/GVX

Plus, many more!

Tool Index

Mercedes-Benz Opener



No. CO-21

This tool opens European car models with vacuum operated locks. Since these cars are very durable, the CO-21 remains an essential tool today. Also, the handle is very useful for many linkage applications.

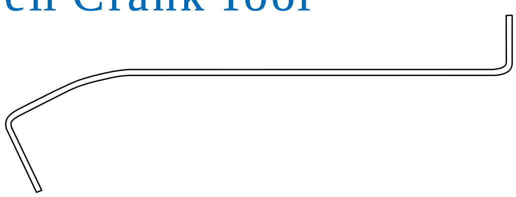
Methods of Entry:
- Bell Crank Method
- Horizontal Rod Method
- Vertical Rod Method

CO-21 OPENS:

ALFA ROMEO: 75, Milano
BUICK: LeSabre, Park Avenue, Riviera
CADILLAC: Brougham, Deville, Eldorado, Fleetwood, Seville
CHEVY: Impala
EAGLE: Summit
MERCEDES: 190E, 230D
NISSAN: 200SX, Gazelle, Silvia
OLDSMOBILE: 88, 98, Toronado
PONTIAC: Bonneville, Parisienne, Safari
VOLVO: 760
YUGO: GVL/GVX
ZASTAVA: GVL/GVX

Plus, many more!

Bell Crank Tool



No. CO-40

This tool was designed to reach and rotate a large variety of bell cranks, as well as lift vacuum operated locks. As a modified version of the CO-21, this tool is needed by those opening many European cars. This double-sided tool will also open many vehicles by lifting vertical rods.

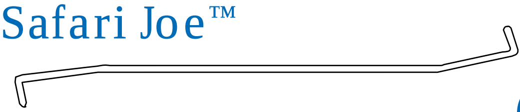
Methods of Entry:
- Bell Crank Method
- Vertical Rod Method

CO-40 OPENS:

ALFA ROMEO: 75, Milano
BUICK: LeSabre, Park Avenue, Riviera
CADILLAC: Brougham, Deville, Eldorado, Fleetwood, Seville
CHEVY: Impala
EAGLE: Summit
MERCEDES: 190E, 230D
NISSAN: 200SX, Gazelle, Silvia
OLDSMOBILE: 88, 98, Toronado
PONTIAC: Bonneville, Parisienne, Safari
VOLVO: 760
YUGO: GVL/GVX
ZASTAVA: GVL/GVX

Plus, many more!

Safari Joe™



No. CO-62

The Safari Joe™ is an extremely useful double-sided tool designed to open almost every General Motors car, even if all the linkage is disconnected. That's because, the Safari Joe, with its sure-grip coated tips, can unlock vehicles at the latch mechanism, as well as lifting rods and turning bell cranks. Once mastered, you will be able to open many cars in seconds with the Safari Joe™.

Methods of Entry:
- Bell Crank Method
- GM Latch Method
- Vertical Rod Method

CO-62 OPENS:

ACURA: Integra, Legend, Rover 400
AMC: Concord, Sprint
AUDI: 80, 90, 100, 200, 4000S, 5000S
BMW: 318, 320, 325, 525, 735, 750, 800
BUICK: Electra, LeSabre, Park Avenue, Reatta, Riviera
CADILLAC: Deville, Brougham, Eldorado, Fleetwood, Seville/STS
CHEVY: Beretta, Chevette, Corsica, Impala, Malibu, Nova
CHRYSLER: Cherokee, CJ, Fifth Avenue, Imperial, J10/J20, LeBaron, Mirada, New Yorker, Phantom, Saratoga, Town & Country, Voyager
DODGE: 400/600, Aries, Caravan, Charger, Dart, Daytona, Diplomat, Dynasty, Intrepid, Omni, Ram 50, Rampage, Shadow, Spirit, Truck
EAGLE: Talon, Vision
FERRARI: GTS
FIAT: X1/9
HONDA: Prelude
ISUZU: Impulse, Stylus
JAGUAR: XJ6, XJS
JEEP: Cherokee, CJ, Commanche, Grand Wagoneer, Wrangler
KIA: Mentor, Sephia
LAND ROVER: Range Rover
MASERATI: TC
MAZDA: 626, 929, GLC, GLC Wagon, MX6, RX7
MERCEDES: 190E, 230D
MERKUR: Granada, Scorpio, Sierra, XR4Ti
MITSUBISHI: Cordia, Galant, Starion
NISSAN: Gazelle, Silvia, 280ZX, 300ZX, 200ZX
OLDSMOBILE: 88, 98, Cutlass, Toronado
OPEL: Kadett
PEUGEOT: 405, 505
PLYMOUTH: Acclaim, Colt, Conquest, Duster, Gran Fury, Horizon, Neon, Reliant, Sundance, Turismo, Voyager
PONTIAC: 1000, Bonneville, SSE, LeMans, Parisienne, Safari
PORSCHE: 944
SAAB: 900
SUBARU: Alcyone, Coupe, Legacy, Leone, Liberty, Loyale, Justy, XT
TOYOTA: 4-Runner, Camry, Paseo, Pickup T100, Supra, Van
VAUXHALL: Astra
VOLKSWAGEN: Bus, Corrado, Golf, Golf III, Jetta, Jetta III, Passat, Quantum, Rabbit, Santana, Scirocco, Van, Vanagon
VOLVO: 240 DL/GL
YUGO: GV
ZASTAVA: GV

Plus, many more!

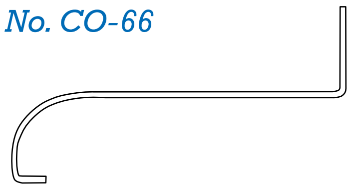
Tool Index

Astro Tool

The Astro Tool is still the fastest tool for opening Chevy Astro Vans. You will find, because of its unique bends, this tool will help you manipulate many other vehicles with hard to reach horizontal rods.

Method of Entry:
- Horizontal Rod Method

No. CO-66



CO-66 OPENS:

CHEVY
Astro Van
Celebrity
GMC
Safari Van

Plus, many more!

Reverse Over Hook™



No. CO-67

The Reverse Over Hook™ is an extremely versatile tool designed to go around shielding and underneath the inner door panel to reach the horizontal linkage. It can also be very effective on vertical linkages. It can lift, lower, and rotate lazy pawls and some bell cranks.

Methods of Entry:
- Horizontal Rod Method
- Lazy Pawl Method
- Vertical Rod Method
- Bell Crank Method

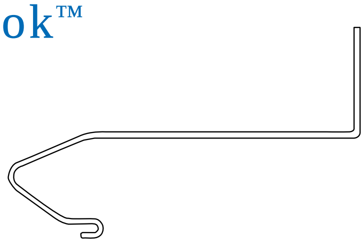
CO-67 OPENS:

HONDA
Civic
CRX
Del Sol

NISSAN
Altima
Bluebird

Plus, many more!

Over Hook™



No. CO-68

The Over Hook™ is designed to hook onto horizontal rods inside the car door, including some that might be located behind the window or other obstruction. The tool can go down, then back up, behind the window to hook onto a horizontal rod.

Method of Entry:
- Horizontal Rod Method

CO-68 OPENS:

BUICK
Skylark
CHEVY
Cavalier

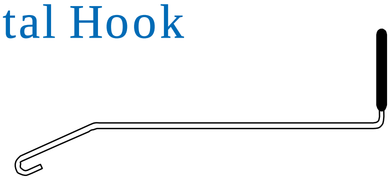
CHRYSLER
LeBaron
LeBaron Coupe
Phantom
Saratoga

OLDSMOBILE
Achieva
PONTIAC
Grand Am

TOYOTA
Corolla

Plus, many more!

Horizontal Hook



No. CO-39

The Horizontal Hook offers a sure way to bind a horizontal or vertical rod and open dozens of late model vehicles.

Methods of Entry:
- Horizontal Rod Method
- Vertical Rod Method

CO-39 OPENS:

ACURA
Legend
NSX
Vigor
AUDI
Quattro
BMW
525
535
BUICK
Century
Regal
Riviera
Roadmaster
Skyhawk
Skylark
Somerset
CADILLAC
Cimarron
CHEVY
Astro Van
Blazer
Blazer
C-K 2500
C-K 1500
C-K 3500
Cavalier/Z24
Camaro/Z28
Celebrity
Citation
Monte Carlo
S10 Pickup
Sprint
Suburban
Tahoe
CHRYSLER
Cherokee
Concord
LHS
DAIHATSU
Charade
Firoza
Rocky

DODGE
Colt
Intrepid
Monaco
Ram Pickup
Stealth
EAGLE
Medallion
Premier
Talon
Vision
FORD
Bronco II
Crown Victoria
Escort
EXP
Futura
LTD
Mustang
Probe
Ranger
GEO
Metro
Prizm
Storm
GMC
Jimmy
S15 Jimmy
S15 Pickup
Safari Van
Sierra 1500
Sierra 2500
Sierra 3500
Sonoma
Suburban
Yukon
HONDA
Accord
Civic
CRX
Del Sol
Vigor
HYUNDAI
Elantra
Lantra

ISUZU
KB
Pup Pickup
Stylus
Trooper
JEEP
Cherokee
Commanche
Grand Wagoneer
Grand Cherokee
LINCOLN
Continental
Town Car
MAZDA
626
929
MERCURY
Grand Marquis
LN7
Lynx
MITSUBISHI
Eclipse
Galant
Lancer
Mirage
3000GT
NISSAN
240SX
Gazelle
Pulsar
Sentra
Silvia
Sunny
Tsuru
OLDSMOBILE
Bravada
Calais
Cutlass Ciera
Cutlass Cruiser
Cutlass Supreme
Firenza
Omega
OPEL
Monterey

PLYMOUTH
Laser
PONTIAC
6000
Fiero
Firebird
Grand Prix
Phoenix
Sunbird
Trans Am
PORSCHE
911
RENAULT
Fuego
Medallion
R21
SAAB
900
9000
SATURN
SC1/SC2 Coupe
SL2 Sedan
SW2 Wagon
SUBARU
DL
GL
Impreza
Justy
Legacy
Liberty
SUZUKI
Swift
TOYOTA
4-Runner
Camry
Celica
Corolla
Cressida
Hilux
Land Cruiser
Pickup DX/SR5
Tercel

Plus, many more!

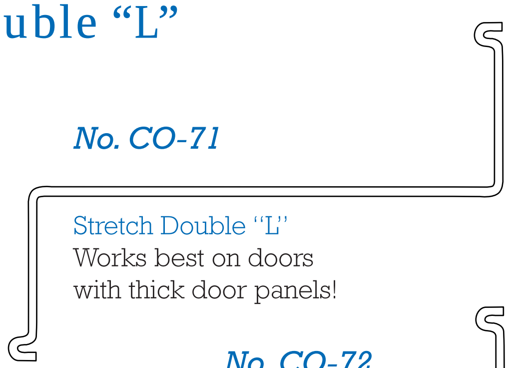
Stretch Double "L" & Short Double "L"

HPC's Double "L" Tools are highly versatile car openers. With an upward hook on one leg and an outward hook on the opposite leg, they can easily grab and bind vertical linkages from above or below. The hooks are laminated with a slip resistant coating. These tools are able to lift, lower, or rotate bell cranks and lazy pawls. They are also able to reach around many shields.

Methods of Entry:

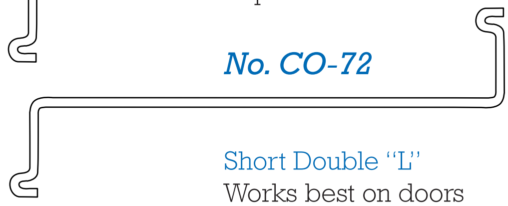
- Horizontal Rod Method
- Vertical Rod Method
- Bell Crank Method
- Lazy Pawl Method

#1



No. CO-71

Stretch Double "L"
Works best on doors with thick door panels!



No. CO-72

Short Double "L"
Works best on doors with narrow door panels!

CO-71 OPENS:

- ACURA
  - Legend
  - NSX
  - Vigor
- AUDI
  - Quattro
- BMW
  - 525
  - 535
- BUICK
  - Century
  - Regal
  - Riviera
  - Roadmaster
  - Skyhawk
  - Skylark
  - Somerset
- CADILLAC
  - Cimarron
- CHEVY
  - Astro Van
  - Blazer
  - Blazer S-10
  - C-K 1500
  - C-K 2500
  - C-K 3500
  - Cavalier/Z24
  - Camaro/Z28
  - Celebrity
  - Citation
  - Monte Carlo
  - S10 Pickup
  - Sprint
  - Suburban
  - Tahoe
- CHRYSLER
  - Cherokee
  - Concord
  - LHS
  - New Yorker
- DAIHATSU
  - Charade
  - Firoza
  - Rocky
- DODGE
  - Colt
  - Intrepid
  - Monaco
  - Ram Pickup
  - Ram BR 1500 Truck
  - Ram BR 2500 Truck
  - Ram BR 3500 Truck
  - Stealth
- EAGLE
  - Medallion
  - Premier
  - Talon
  - Vision
- FORD
  - Bronco II
  - Crown Victoria
  - Escort
  - EXP
  - Futura
  - LTD
  - Mustang
  - Probe
  - Ranger
  - Windstar
- GEO
  - Metro
  - Prizm
  - Storm
- GMC
  - Jimmy
  - S15 Jimmy
  - S15 Pickup
  - Safari Van
  - Sierra 1500
  - Sierra 2500
  - Sierra 3500
  - Sonoma
  - Suburban
  - Yukon
- HONDA
  - Accord
  - Civic
  - CRX
  - Del Sol
  - Vigor
- HYUNDAI
  - Elantra
  - Lantra
- ISUZU
  - KB
  - Pup Pickup
  - Stylus
  - Trooper
- JEEP
  - Cherokee
  - Commanche
  - Grand Wagoneer
  - Grand Cherokee
- LINCOLN
  - Continental
  - Town Car
- MAZDA
  - 626
  - 929
  - MX6
- MERCURY
  - Grand Marquis
  - LN7
  - Lynx
- MITSUBISHI
  - Eclipse
  - Galant
  - Lancer
  - Mirage
  - 3000GT
- NISSAN
  - 240SX
  - Gazelle
  - Maxima
  - Pulsar
  - Sentra
  - Silvia
  - Sunny
  - Tsuru
- OLDSMOBILE
  - Bravada
  - Calais
  - Cutlass Ciera
  - Cutlass Cruiser
  - Cutlass Supreme
  - Firenza
  - Omega
- OPEL
  - Monterey
- PLYMOUTH
  - Laser
  - Neon
- PONTIAC
  - 6000
  - Fiero
  - Firebird
  - Grand Prix
  - Phoenix
  - Sunbird
  - Trans Am
- PORSCHE
  - 911
- RENAULT
  - Fuego
  - Medallion
  - R21
- SAAB
  - 900
  - 9000
- SATURN
  - SC1/SC2 Coupe
  - SL2 Sedan
  - SW2 Wagon
- SUBARU
  - DL
  - GL
  - Impreza
  - Justy
  - Legacy
  - Liberty
- SUZUKI
  - Swift
- TOYOTA
  - 4-Runner
  - Camry
  - Celica
  - Celica
  - Corolla
  - Cressida
  - Hilux
  - Land Cruiser
  - Pickup DX/SR5
  - Tercel

Plus, many more!

CO-72 OPENS:

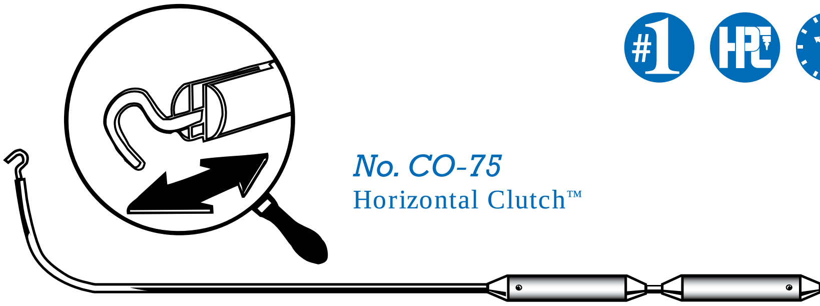
- ACURA
  - Legend
  - NSX
  - Vigor
- AUDI
  - Quattro
- BMW
  - 525
  - 535
- BUICK
  - Century
  - Regal
  - Riviera
  - Roadmaster
  - Skyhawk
  - Skylark
  - Somerset
- CADILLAC
  - Cimarron
- CHEVY
  - Astro Van
  - Blazer
  - Blazer S-10
  - C-K 1500
  - C-K 2500
  - C-K 3500
  - Camaro/Z28
  - Cavalier/Z24
  - Celebrity
  - Citation
  - Lumina/Z34
  - Monte Carlo
  - S10 Pickup
  - Sprint
  - Suburban
  - Tahoe
- CHRYSLER
  - Concord
  - Cirrus
  - LHS
  - Sebring
- DAIHATSU
  - Charade
  - Firoza
  - Rocky
- DODGE
  - Avenger
  - Caravan
  - Colt
  - Intrepid
  - Monaco
  - Ram Pickup
  - Stealth
  - Stratus
- EAGLE
  - Medallion
  - Premier
  - Talon
  - Vision
- FORD
  - Bronco II
  - Crown Victoria
  - Escort
  - EXP
  - Futura
  - LTD
  - Mustang
  - Probe
  - Ranger
- GEO
  - Metro
  - Prizm
  - Storm
- GMC
  - Jimmy
  - S15 Jimmy
  - S15 Pickup
  - Safari Van
  - Sierra 1500
  - Sierra 2500
  - Sierra 3500
  - Sonoma
  - Suburban
  - Yukon
- HONDA
  - Accord
  - Civic
  - CRX
  - Del Sol
  - Vigor
- HYUNDAI
  - Elantra
  - Lantra
- ISUZU
  - KB
  - Pup Pickup
  - Stylus
  - Trooper
- JEEP
  - Cherokee
  - Commanche
  - Grand Wagoneer
  - Grand Cherokee
- LINCOLN
  - Continental
  - Town Car
- MAZDA
  - 626
  - 929
- MERCURY
  - Grand Marquis
  - LN
  - Lynx
  - Villager
- MITSUBISHI
  - Eclipse
  - Galant
  - Lancer
  - Mirage
  - 3000GT
- NISSAN
  - 240SX
  - Gazelle
  - Pulsar
  - Quest
  - Sentra
  - Silvia
  - Sunny
  - Tsuru
- OLDSMOBILE
  - Bravada
  - Calais
  - Cutlass Ciera
  - Cutlass Cruiser
  - Cutlass Supreme
  - Firenza
  - Omega
- OPEL
  - Monterey
- PLYMOUTH
  - Breeze
  - Laser
  - Voyager
- PONTIAC
  - 6000
  - Fiero
  - Firebird
  - Grand Prix
  - Phoenix
  - Sunbird
  - Trans Am
- PORSCHE
  - 911
- RENAULT
  - Fuego
  - Medallion
  - R21
- SAAB
  - 900
  - 9000
- SATURN
  - SC1/SC2 Coupe
  - SL2 Sedan
  - SW2 Wagon
- SUBARU
  - DL
  - GL
  - Impreza
  - Justy
  - Legacy
  - Leone
  - Liberty
  - Loyale
- TOYOTA
  - 4-Runner
  - Camry
  - Celica
  - Corolla
  - Cressida
  - Hilux
  - Land Cruiser
  - Pickup DX/SR5
  - Tercel

Plus, many more!

Horizontal Clutch™ & Vertical Clutch™

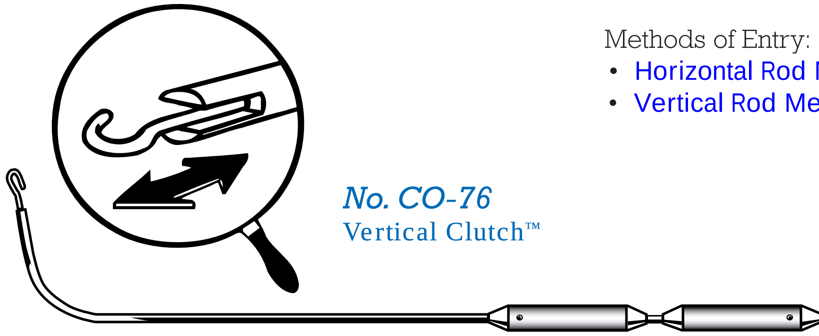
Patent No. 5,642,648

HPC's Clutch Car Openers are unlike any others on the market. When the handles of the tools are separated, the hook at the end of the tool is pulled inward, causing the tools to grip or bind the linkage rod. These patented car entry tools will help to simplify the "in-the-door" method of vehicle entry. Two different styles are available: the Horizontal Clutch™ (CO-75) for vehicles with horizontal linkage, and the Vertical Clutch™ (CO-76) for vehicles with vertical linkage.



No. CO-75
Horizontal Clutch™

Methods of Entry:
- Horizontal Rod Method
- Vertical Rod Method



No. CO-76
Vertical Clutch™

CO-75 OPENS:

ACURA
- Legend
- NSX
- Vigor

BUICK
- Century
- Reatta
- Regal
- Roadmaster
- Skyhawk
- Skylark
- Somerset

CADILLAC
- Cimarron
- Deville
- Eldorado

CHEVY
- 1500
- 2500
- 3500
- Astro Van
- Blazer
- Blazer S-10
- Camaro/Z28
- Cavalier/Z24
- Celebrity
- Lumina/Z34
- Monte Carlo
- S-10 Pickup
- Sprint
- Suburban

CHRYSLER
- LeBaron

DODGE
- Colt
- Stealth

EAGLE
- Talon

FORD
- Crown Victoria

GEO
- Metro
- Prizm
- Storm

GMC
- Jimmy
- S-15 Jimmy
- Safari
- Sierra 1500
- Sierra 2500
- Sierra 3500
- Sonoma
- Suburban
- Yukon

HONDA
- Accord
- Civic
- Del Sol
- CRX
- Prelude

HYUNDAI
- Elantra

ISUZU
- Stylus

JEEP
- Cherokee
- Commanche
- Grand Wagoneer

LINCOLN
- Continental
- Town Car

MAZDA
- 929
- MX6

MERCURY
- Grand Marquis

MERKUR
- Scorpio
- XR4Ti

MITSUBISHI
- 3000GT
- Eclipse
- Galant
- Mirage

NISSAN
- 200SX
- 240SX
- Altima
- Maxima
- Pulsar
- Sentra

OLDSMOBILE
- Achieva
- Bravada
- Calais
- Cutlass Ciera
- Cutlass Cruiser Wagon
- Cutlass Supreme
- Firenza
- Omega

PLYMOUTH
- Laser

PONTIAC
- 6000
- Fiero
- Firebird
- Grand Am
- Grand Prix
- Sunbird
- Trans Am

PORSCHE
- 911

RENAULT
- Fuego

SATURN
- SC1/SC2 Coupe
- SL2 Sedan
- SW2 Wagon

SUBARU
- DL
- GL
- Impreza
- Justy
- Legacy
- Loyale
- XT

SUZUKI
- Swift

TOYOTA
- Camry
- Celica
- Corolla
- Cressida
- Land Cruiser
- Paseo
- Pickup T-100
- Supra
- Tercel

VOLVO
- 240DL/GL

Plus, many more!

CO-76 OPENS:

ALFA ROMEO
- GTV

AMC
- Eagle

AUDI
- 4000S
- 5000S
- Quattro

BMW
- 318
- 320
- 325
- 525
- 535

BUICK
- Electra
- LeSabre
- Park Avenue
- Riviera

CADILLAC
- Brougham
- Deville
- Eldorado
- Fleetwood

CHEVY
- C20
- C30
- Caprice
- Chevette
- G10
- G20
- G30
- Impala
- Monte Carlo
- Nova

CHRYSLER
- Concord
- LHS
- New Yorker

DAIHATSU
- Charade
- Rocky

DODGE
- BR 1500 Truck
- BR 2500 Truck
- BR 3500 Truck
- Intrepid
- Ram Pickup
- Monaco
- Neon

EAGLE
- Medallion
- Summit
- Vision

FERRARI
- GTS

FORD
- Aerostar
- Aspire
- Bronco II
- Econoline Van
- Escort
- EXP
- Futura
- LTD
- Mustang
- Probe
- Ranger
- Taurus
- Tempo
- Thunderbird
- Windstar

GMC
- Jimmy

HONDA
- Accord
- Civic
- Prelude

ISUZU
- Pickup
- Trooper

JAGUAR
- XJ6
- XJS

JEEP
- Grand Wagoneer
- J10/J20
- Wrangler

MAZDA
- 626
- B Pickup
- GLC
- GLC Wagon
- RX7

MERCEDES
- C220
- C280

MERCURY
- Capri
- Cougar/XR7
- Grand Marquis
- LN7
- Lynx
- Sable
- Topaz
- Tracer
- Villager
- Zephyr

NISSAN
- 200SX
- Maxima
- Pickup
- Quest
- Stanza

OLDSMOBILE
- 88
- 98
- Cutlass
- Toronado

PEUGEOT
- 405
- 505

PLYMOUTH
- Colt
- Duster
- Neon

PONTIAC
- 1000
- LeMans
- Parisienne
- Safari

PORSCHE
- 924
- 944

RENAULT
- Alliance
- Encore

SAAB
- 900
- 9000

SUBARU
- Impreza

TOYOTA
- 4-Runner
- Camry
- Corolla
- Cressida
- Land Cruiser
- Pickup DX/SR5
- Tercel
- Van

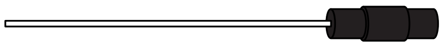
VOLKSWAGEN
- Golf
- Golf III
- Jetta
- Jetta III
- Quantum
- Rabbit
- Scirocco
- Vanagon

VOLVO
- 240 DL/GL
- 760

Plus, many more!

Tool Index

Jimmy™

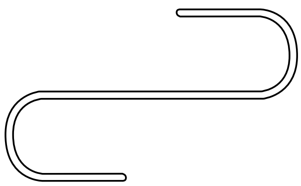


No. CO-26

The Jimmy is a specialized tool for opening most grip handle GM models including older Corvettes. This tool slides into the door cavity, under the handle or between the weather stripping and window, and allows you to turn the lazy pawl on the back of the door lock.

Method of Entry:
- Lazy Pawl Method

Jim Dandy™



No. CO-22

The Jim Dandy™ is an extremely versatile Under Button opener. It is designed for many GM models and is also great on most Japanese cars and trucks.

Method of Entry:
- Under Botton Method

CO-22 OPENS:

CHEVY
G10
G20
G30
Nova
Spectrum

CHRYSLER
Fifth Avenue
Imperial
LeBaron
LeBaron Coupe
Phantom
Saratoga

DAIHATSU
Charade
Firoza
Rocky

DODGE
Colt
Diplomat
Dynasty
Shadow
Spirit

FORD
Crown Victoria
Escort
Explorer
Festiva
Mustang
Probe
Taurus

GEO
Tracker

GMC
Jimmy
Rally
Vandura

HONDA
Accord
Civic
Passport
Rover 200

HYUNDAI
Scoupe
Sonata

INFINITI
M30

ISUZU
Amigo
Rodeo

LEXUS
ES250

LINCOLN
Continental
Mark VII
Mark VIII

MAZDA
323
929
MPV Wagon
Navajo
Protege

MERCEDES
560SEC
560SEL

MERCURY
Capri
Grand Marquis
Sable
Tracer

MITSUBISHI
Expo
Galant
Lancer
Mirage
Montero
Pajero
Precis
Space Wagon

NISSAN
Ichivan
Maxima
Pathfinder
Sentra
Sunny
Terano
Tsuru
Van
Vanette

OLDSMOBILE
Trofeo

OPEL
Frontera

PLYMOUTH
Acclaim
Colt
Sundance

PORSCHE
928

ROVER
827

SAAB
900

STERLING
825
827

SUBARU
SVX

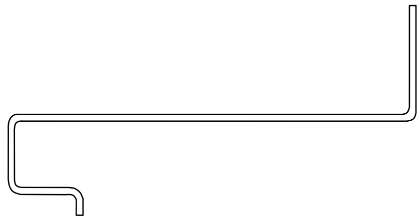
SUZUKI
Samurai
Sierra
Sidekick
Vitara

TOYOTA
4-Runner
Van

VOLKSWAGEN
Bus
Cabriolet
Caravelle
Eurovan

Plus, many more!

Trip Tool



No. CO-74

The Trip Tool is designed to rotate the bell crank within an inner door panel. It can be used to lower, raise, or rotate bell cranks, as well as lazy pawls, or exposed linkages.

Methods of Entry:
- Bell Crank Method
- Lazy Pawl Method

CO-74 OPENS:

ACURA
Legend

ALPHA ROMEO
164
75
Milano

AUDI
Quattro

BMW
5-Series
7-Series
8-Series
S-Series

INFINITI
Q45
QX4

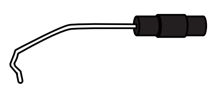
MERCEDES
230D
300CD
C-Class
E-Class

PONTIAC
Bonneville

TOYOTA
Apollo
Camry
Estima
Previa
T100

Plus, many more!

Chrysler Tool



No. CO-37

The Chrysler Tool is an extremely specialized tool. Designed to enter into the keyway of the door lock, the CO-37 slides through the drain hole, and gives you the ability to manipulate the lazy pawl. On specific vehicles this is the fastest way to enter a car without having to worry about damaging weather stripping or paint.

Methods of Entry:
- Through Lock Method
- Lazy Pawl Method

CO-37 OPENS:

CHRYSLER
Imperial
Mirada
New Yorker

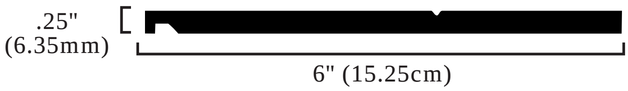
DODGE
400
600
Aries
Charger
Dart
Omni
Rampage

PLYMOUTH
Gran Fury
Reliant

Plus, many more!

Mini Jim™

This tool is specially designed to open the Mazda RX7 in just seconds!



No. CO-77

The Mini Jim™ is only 6" long!

The Mini Jim™ is a tiny version of HPC's Original Slim Jim™ (CO-10). This revolutionary tool is designed to open vehicles that have the door lock in close proximity to the rear wheel well (such as on many sports cars and 4-door sedans). This allows the linkage to be manipulated through the door handle, as well as inside the door cavity. The Mini Jim™ allows the user to open many vehicles (that were previously difficult to open) within only seconds! The tool works by attacking the lazy pawl or linkages connected to the lock cylinder.

Methods of Entry:

- Through Handle Method

CO-77 OPENS:

MAZDA
- Millenia
- Protege
- RX7

NISSAN
- Stanza

PLYMOUTH
- Neon

SUBARU
- Outback

Plus, many more!

Instant Explorer Tool



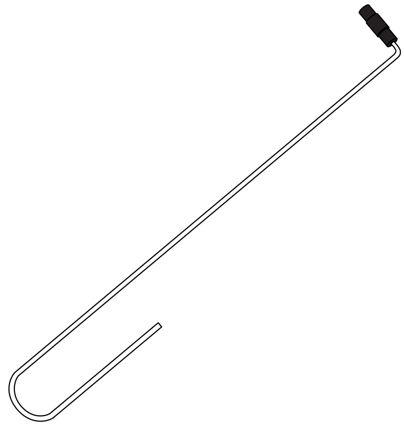
CO-79

HPC's new Instant Explorer Tool opens a wide variety of vehicles but was designed to open Ford Explorers in seconds! This tool is a must for locksmiths who desire quick entry into one of the most popular vehicles on the road today!

Method of Entry:

- Through Handle Method

J Flex™



No. CO-57

J Flex™ is a "Jack of all Trades." Its strong, flexible material allows you to make almost any configuration. It is very useful for under button openings in tight spaces.

Methods of Entry:

- Under Botton Method
- Lazy Pawl Method
- Bell Crank Method

CO-57 OPENS:

ACURA
- NSX
- Vigor

CHEVY
- G10
- G20
- G30
- Nova
- Spectrum

CHRYSLER
- Fifth Avenue
- Imperial
- LeBaron
- LeBaron Coupe
- Phantom
- Saratoga

DAIHATSU
- Charade
- Firoza
- Rocky

DODGE
- Colt
- Diplomat
- Dynasty
- Shadow
- Spirit

FORD
- Crown Victoria
- Escort
- Explorer
- Festiva
- Mustang
- Probe
- Taurus

GEO
- Tracker

GMC
- Jimmy
- Rally
- Vandura

HONDA
- Accord
- Civic
- Passport

HYUNDAI
- Scoupe
- Sonata

INFINITI
- M30

ISUZU
- Amigo
- Rodeo

KIA
- Pride

LEXUS
- ES250

LINCOLN
- Continental
- Mark VII
- Mark VIII

MAZDA
- 323
- 929
- MPV Wagon
- Navajo
- Protege

MERCEDES
- 560SEC
- 560SEL

MERCURY
- Capri
- Grand Marquis
- Sable
- Tracer

MITSUBISHI
- Expo
- Galant
- Lancer
- Mirage
- Montero
- Pejero
- Precis
- Space Wagon

NISSAN
- Ichivan
- Maxima
- Pathfinder
- Sentra
- Sunny
- Terano
- Tsuru
- Van
- Vanette

OLDSMOBILE
- Trofeo

OPEL
- Frontera

PLYMOUTH
- Acclaim
- Colt
- Sundance

PORSCHE
- 928

ROVER
- 825
- 827

SAAB
- 900

STERLING
- 825
- 827

SUBARU
- SVX

SUZUKI
- Samurai
- Sierra
- Sidekick
- Vitara

TOYOTA
- 4-Runner
- Van

VOLKSWAGEN
- Bus
- Cabriolet
- Caravelle
- Eurovan

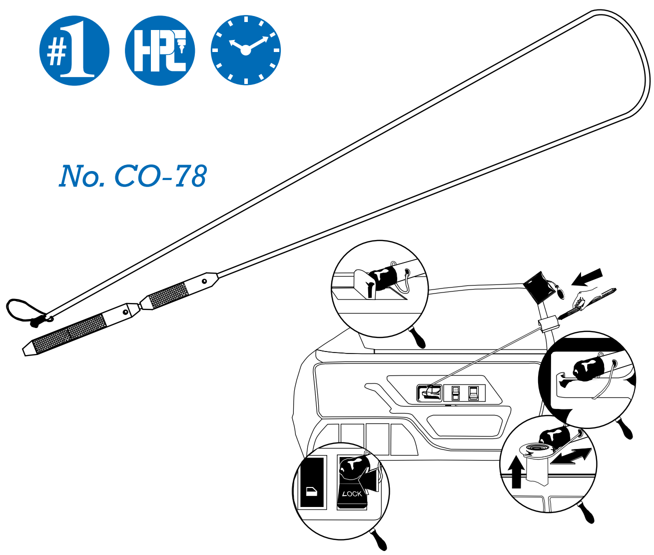
VOLVO
- 940/960

Plus, many more!

Tool Index

5 Foot Super Snare

No. CO-78



HPC's new 5 Foot Super Snare allows you to enter a vehicle and pull up buttons, grab keys, pull open levers, and much more! The CO-78 is a 5 foot long (150cm) metal tube with a wire inside that forms a loop on the end. To open the loop, just slide the handles apart. To close the loop, just slide the handles together. The 5 Foot Super Snare lets you go where no other car opener ever has! It is easily bendable and has a rubber tip to help protect the interior of the vehicle.

Method of Entry:

- Through Car Method
- Through Vent Method

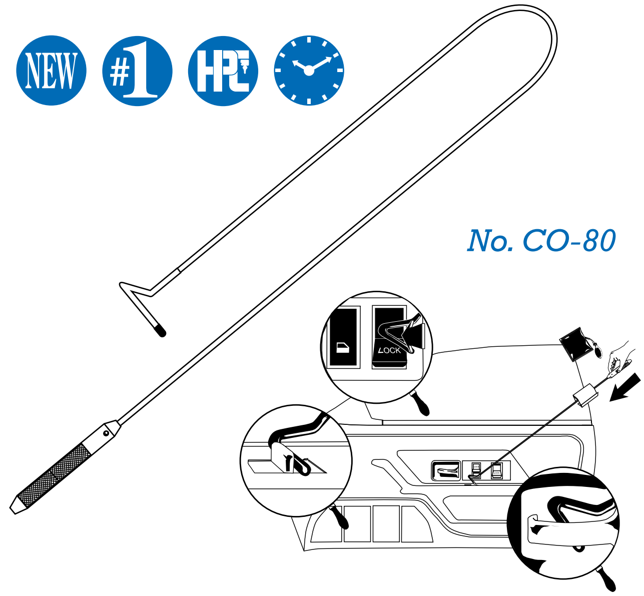
CO-78 OPENS:

ACURA
CL
RL
TL
AM GENERAL
Hummer
AUDI
80
90
100
200
A3 Hatchback
A4 Quattro
BMW
633
CADILLAC
Allante
Catera
CHRYSLER
Sebring
FERRARI
308FTSI
HONDA
Prelude
JAGUAR
XJ12
XK
LEXUS
ES300
SC300
SC400
MAZDA
626
929
RX7
MERCEDES
240D
300D/E
300SD/SE
300SL/TE
380SE/Sl
500SEC
500SL
560SEC
560SEL
CL Class
CLK
S Class
SLK
MITSUBISHI
Diamante
Magma
Montero
Pajero
Precis
Sigma
NISSAN
300ZX
PORSHCE
Boxster
ROLLS ROYCE
Bently
Silver Spur
ROVER
827
SAAB
900
SUBURU
Forester
Impreza
Legacy
Outback
TOYOTA
MR2
Sienna
Solara
Supra
Van
VOLKSWAGEN
Beetle
Cabrio
Golf
VOLVO
740
780
850
C70
S70
S90
V70
V90

Plus, many more!

Switch Stick

No. CO-80



The New Switch Stick is a five foot long bendable tool with a unique hook end designed to open cars from the inside. This tool slips into a vehicle between the window and door frame. Once inside, the Switch Stick acts as a third hand allowing you to flip switches, lift buttons, and hook handles. The hook has a protective coating and rubber cap, so the vehicle owner won't have to worry about a damaged interior. The Switch Stick is ideal for vehicles with side impact airbags where customers may be hesitant to having tools enter the door cavity. A must for vehicles with flush finger-tip lock switches such as Lexus and Volvo.

Method of Entry:

- Through Car Method
- Through Vent Method

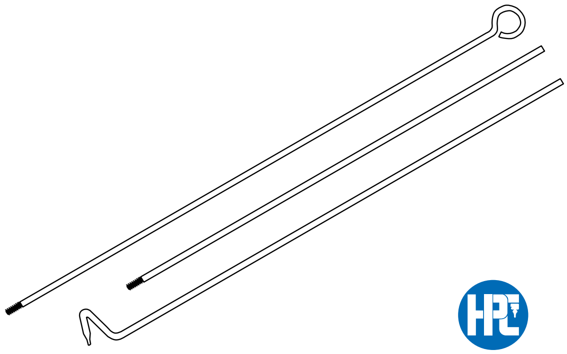
CO-80 OPENS:

ACURA
Intergra
BMW
6-Series
M3
CADILLAC
Allante
FERRARI
F40
456
512
550
HONDA
Accord
Civic
Integra
Odyssey
Shuttle
ISUZU
Oasis
LEXUS
ES300
GS300
GS400
LS400
LX450
SC300
SC400
MAZDA
929
RX7
MERCEDES
380SE
380SL
400SEL
420SEL
500SEC
500SL
560SEC
560SEL
CL Class
CLK
SL Class
SLK
MERCURY
Cougar
MITSUBISHI
Diamante
Magma
Sigma
NISSAN
300ZX
Altima
Bluebird
Sentra
PORSHCE
Boxster
ROLLS ROYCE
Corniche
ROVER
400
827
STERLING
827
SUBURU
Forester
Outback
TOYOTA
4-Runner
Celica
MR2
Supra
Soarer
Windom
VOLVO
780
C70
S70
S90
V70
V90

Plus, many more!

Tool Index

Collapsible Opener



No. CO-6

This tool is one of the only car openers that is currently in production that preceded the Original Slim Jim™. Once the 3 segments are assembled, the tool totals 62" (157cm) in length and can reach across the car to unlock the opposite side door.

Method of Entry:
- Through Car Method

CO-6 OPENS:

<u>BMW</u>
- 633 Series

<u>CADILLAC</u>
- Allante

<u>LEXUS</u>
- ES300
- SC300

<u>MAZDA</u>
- 929
- RX7

<u>MERCEDES</u>
- 380SE
- 380SL
- 500SEC
- 560SEC
- 560SEL
- 500SL

<u>MITSUBISHI</u>
- Diamante
- Magna
- Sigma

<u>NISSAN</u>
- 300ZX

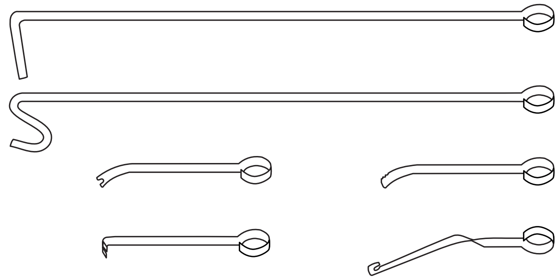
<u>ROVER</u>
- 827

<u>TOYOTA</u>
- MR2
- Supra

<u>VOLVO</u>
- 780

Plus, many more!

Deluxe Opener Set



No. CO-4

This 6-piece tool set is one of HPC's longest standing products. Although it remains virtually unchanged from its original design, the CO-4 has many applications on all models of autos and trucks with vent windows.

Methods of Entry:
- Through Vent Method

CO-4 OPENS:

<u>ALFA ROMEO</u>
- 75
- Graduate
- Spider

<u>CHEVY</u>
- C10
- C20
- C30
- Blazer
- Suburban
- Tahoe

<u>DODGE</u>
- B150 Pickup
- B150 Van
- B250 Pickup
- B250 Van
- B350 Pickup
- B350 Van
- Ram Pickup
- Ram Van
- Ram Wagon

<u>FIAT</u>
- 2000
- Pininfarina
- Spider

<u>FORD</u>
- Bronco
- Econoline Van
- F-Series Truck

<u>GMC</u>
- Sierra 1500
- Sierra 2500
- Sierra 3500
- Jimmy
- Rally
- Vandura

<u>MERCURY</u>
- Capri

<u>YUGO</u>
- GV
- GVL/GVX

<u>ZASTAVA</u>
- GV
- GVL/GVX

Plus, many more!

Lasso™

No. CO-73



The Lasso™ tool is for vehicle entry when the lock button is visible. It is made of high quality "poly-flex" material with a waxed high-strength lanyard. The tool allows you to wrap the string around the lock button and lift up to unlock the door. The CO-73 is excellent for those luxury car openings where metal tools may damage the finish.

Method of Entry:
- Lasso Method

CO-73 OPENS:

<u>AUDI</u>
- 100
- 200
- 80
- 90

<u>FERRARI</u>
- 308GTSi

<u>JAGUAR</u>
- XJ12

<u>MERCEDES</u>
- 240D
- 300D/E
- 300SD/SE/SL
- 300TE

<u>MITSUBISHI</u>
- Montero
- Pajero
- Precis

<u>ROLLS ROYCE</u>
- Silver Spur

<u>SAAB</u>
- 900

<u>TOYOTA</u>
- Van

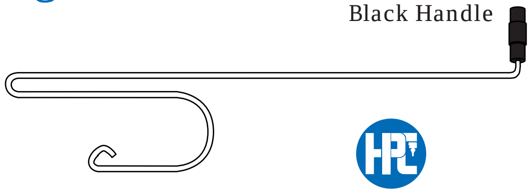
<u>VOLVO</u>
- 740
- 850

Plus, many more!

Tool Index

Original Killer

Black Handle



No. CO-59

The Original Killer was the first tool of its kind on the market. This tool slides into the door cavity, under the window, up into the vehicle, and then bends over the door panel. This precision made tool features a closed-hook end that protects the vehicle's interior and eliminates the chance of hooking linkage or wires inside the door.

Method of Entry:
- Under & Over Method

CO-59 OPENS:

CHEVROLET
Beretta
Blazer S-10
Blazer/Tahoe
Corsica
S10 Pickup

GMC
Jimmy
S15 Jimmy
S15 Pickup
Sonoma

NISSAN
Altima
Bluebird

Plus, many more!

Caddy Killer™

Red Handle



No. CO-60

The Caddy Killer is similar to the CO-59, but has increased height in the arc allowing you to enter vehicles where the the window sits deeper inside the door. The closed-hook end of this tool sits higher, allowing you to reach a large variety of different areas on the door panel.

Method of Entry:
- Under & Over Method

CO-60 OPENS:

BUICK
Electra
Park Avenue
Somerset

CADILLAC
Eldorado

CHEVY
Cavalier
Z24

GEO
Metro
Storm

HONDA
Prelude

HYUNDAI
Elantra
Lantra

SUZUKI
Swift

SUBARU
Loyale

Plus, many more!

Stretch Killer™

Blue Handle



No. CO-61

The Stretch Killer, has the most universal dimensions of all of the Under & Over car opening tools. The height of the arc is greater than the CO-60, but the closed-hook end hangs lower, allowing you to reach locks that sit deeper in the door panel.

Method of Entry:
- Under & Over Method

CO-61 OPENS:

ACURA
Rover 400

BUICK
Century
Regal

CHRYSLER
LeBaron GTS

DODGE
Stealth

LEXUS
SC300
SC400

MAZDA
MX3

MITSUBISHI
3000GT
Mirage
Sigma

NISSAN
Sentra
Sunny

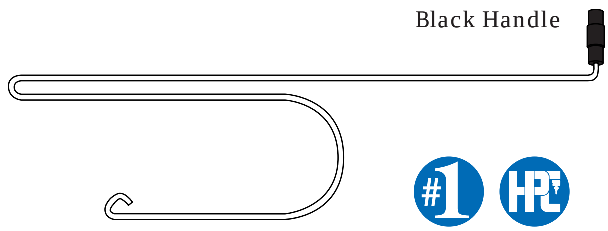
OLDSMOBILE
Silhouette
Toronado
Trofeo

PONTIAC
Sunbird
Bonneville
SSE

Plus, many more!

Super Killer™

Black Handle



No. CO-70

The Super Killer, with its extra length and great strength, can be used to open a wide variety of vehicles. This tool has the tallest and widest arc of all of the Under & Over tools, allowing it to get under the deepest window and around the widest door panels. This tool works best on vehicles with thicker doors..

Method of Entry:
- Under & Over Method

CO-70 OPENS:

BUICK
Riviera

CHEVY
Caprice
Caprice Classic Wagon

FORD
Contour
Thunderbird

LINCOLN
Mark VII

MERCURY
Cougar/XR7
Mystique
Villager

NISSAN
Quest

PONTIAC
Trans Sport

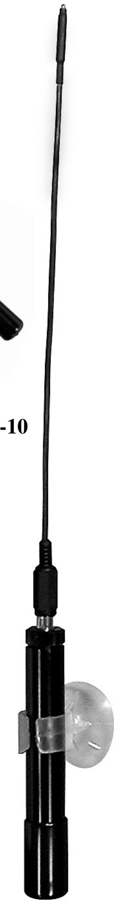
Plus, many more!

Flex-A-Light™

The Original Flex-A-Light™ is more flexible than other bending lights, yet rigid enough to keep straight. It includes a suction cup to conveniently secure the light to the window. Requires 2 AA batteries.

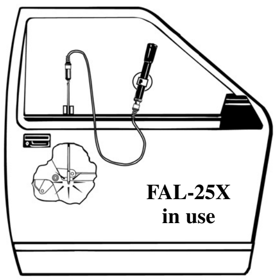
- Incandescent Light
- No Switches to Fail
- Very Compact for Carrying





FAL-10

No. FAL-10
10" (25cm) Light
Power Handle
Suction Cup



Replacement Parts:

No. FAL-R10
10" (25cm) Light Extension

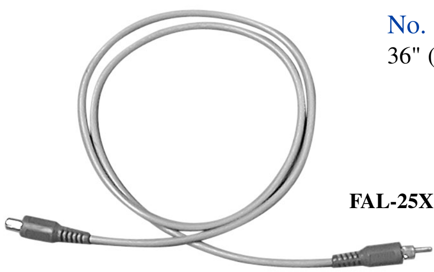
No. FAL-R15
15" (38cm) Light Extension

No. FAL-SC
Suction Cup

No. FAL-X
36" (91cm) Extension

No. FAL-15X
15" (38cm) Light
Power Handle
36" (91cm) Extension
Suction Cup

No. FAL-25X (Kit)
10" (25cm) Light
15" (38cm) Light
Power Handle
36" (91cm) Extension
Suction Cup





FAL-25X



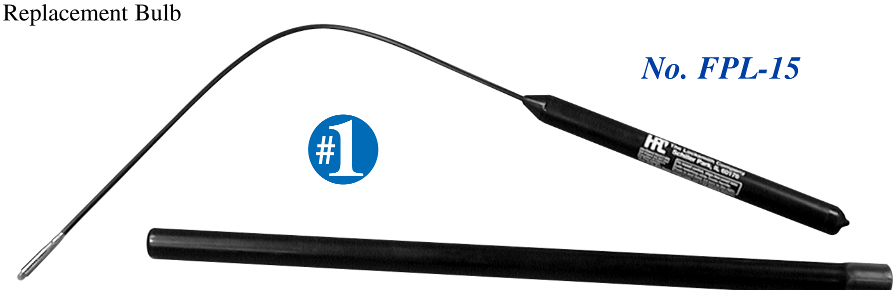


Flexible Probe Light

The Flexible Probe Light, equipped with a Krypton bulb, is an economical, high intensity diagnostic tool designed for the locksmith professional. Ideal for safe and automotive work, the shaft of this light may be bent to almost any angle. The body of this light is 15" (38cm) long, holds its shape, and comes with a plastic protective sheath. Requiring 3 AA batteries, this is an indispensible tool for every locksmith.

No. FPL-B15 - Replacement Bulb

No. FPL-15



Protective Plastic Sheath Included

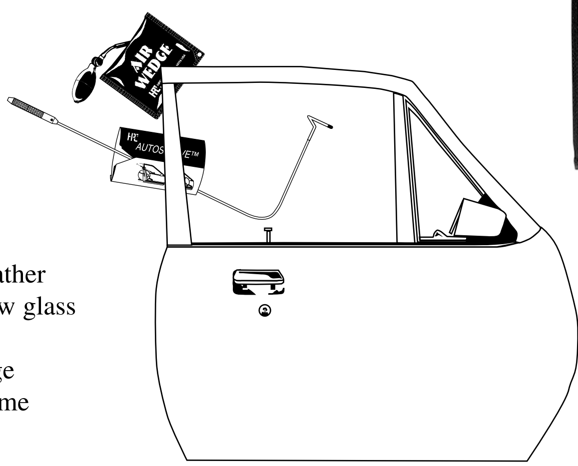
Air Wedge™

Ask for HPC's Original Air Wedge™!
Accept no substitutes!

HPC's Air Wedge™ is unlike anything else on the market. The Air Wedge™ slides between the vehicle door and the weather stripping on the door frame. Then the pump is squeezed, inflating the Air Wedge™ and separating the vehicle door from the frame. This provides more than ample room to insert a car opening tool such as CO-6 and CO-78. The Air Wedge™ is made of a sturdy vinyl and equipped with a release valve. The Air Wedge™ works exceptionally well with the HPC AutoSleeve™ (AS-1).

No. AW-99





AirWedge™ Features:

- Aid in separating weather stripping from window glass for wedging
- Aid in inserting wedge between door and frame

AW-99 Air Wedge™ shown here with the AS-1 AutoSleeve™ and the CO-80 Swith Stick. A great combination of tools for opening many vehicles without risking disconnected linkage, damaged weather stripping, or chipped paint.

AutoSleeve™

No. AS-1

HPC's AutoSleeve™ helps prevent damage to weather stripping and automobile finish. This hardened plastic interlocking envelope is ideal for separating weather stripping from door frames or windows without damage. Once in place, the AutoSleeve™ gives you a protective tunnel to insert your car opening tool without worry of scratching or damaging your customer's car. Show your customers that you care enough about their vehicle not to scratch it. The AutoSleeve™ works exceptionally well with HPC's Air Wedge™ (AW-99).



Power Wedge

HPC Introduces the New Power Wedge, Adjustable Vehicle Opening Tool for Security Professionals!

The HPC Power Wedge is a spring loaded compound lever that safely spreads a vehicle door away from the body allowing for the easy entry of a Through the Car opening tool. The Power Wedge slides into the opening between the vehicle's door and frame at the top of the door. The rubber-coated tips protect the vehicle from scratches and the adjustment knob allows you to control how wide you need the door to open. Simply turn the knob clockwise and watch as the door slowly opens giving you room to use a car opening tool to open the vehicle safely from the inside.



NEW

No. PW-100

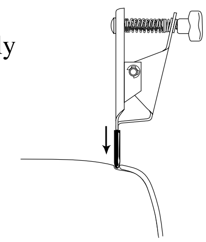
Just slide it in,
Crank it up
and
Unlock the door!

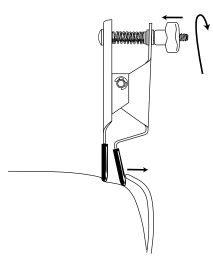
Made from 14 gauge steel, the Power Wedge is strong enough to help you open some of the toughest vehicles.

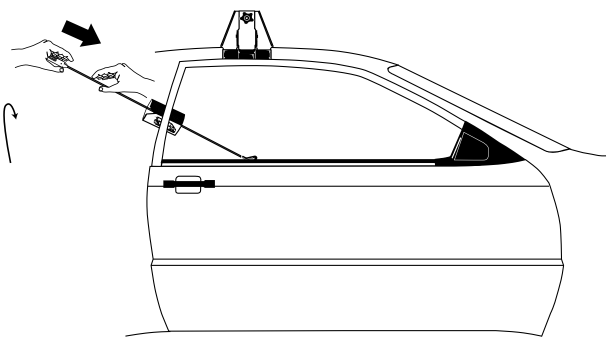
The Power Wedge is only 5" x 5" x 3" and easily fits in your toolbox.

Ideal for wrap-over doors, but should not be used on frameless glass doors.

Get one for every service vehicle and start opening cars quickly and safely with the Power Wedge.



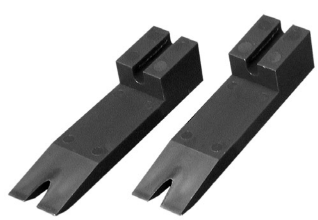




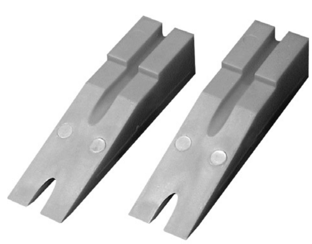
Ultimate Auto Wedges

#1

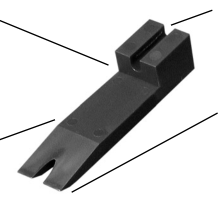
The Ultimate Auto Wedges are designed for smooth safe insertion and will not fall into door cavities. The special angled tips allows for easier insertion and the sure-stop edge stop you from pushing these wedges in too far. These wedges feature a special tapered body that prevents them from popping out, and the special "illumination hole" holds your flex light in place at any angle. Available in two popular sizes, 3/4" (19mm) and 3/8" (9.5mm) maximum thickness.



No. AW-38
3/8" (9.5mm)



No. AW-34
3/4" (19mm)



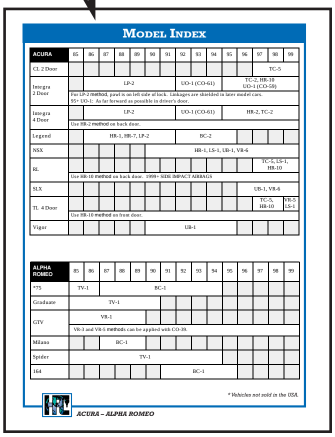
TOOL INDEX

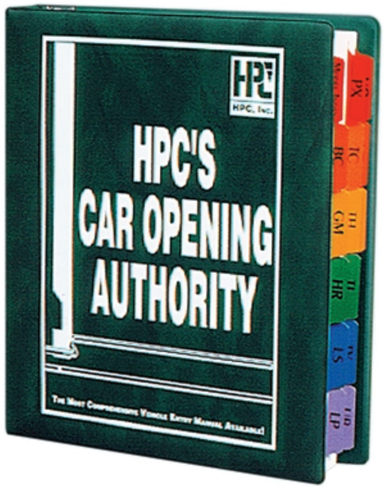
Car Opening Authority™

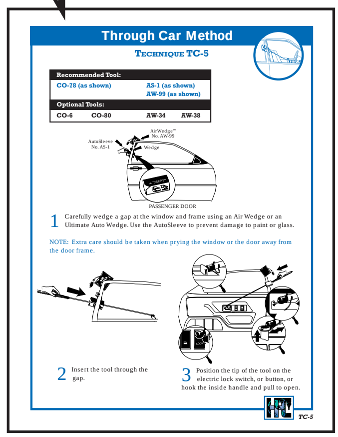
The Most Comprehensive Vehicle Entry Manual Available!

Model Index shows opening techniques for domestic and foreign vehicles listed by make and model for the last 15 years.

Opening Method Technique pages give step-by-step opening instructions with clear illustrations.







No. COA-22

HPC's Car Opening Authority™ is a the original printed version of the Interactive Car Opening Authority. It is compact and ideal for carrying with you on the job. This multifaceted user-friendly manual serves not only as a reference book, but also as an educational aid and opening index. It clearly depicts and explains all of the different techniques of the 13 styles of car opening. HPC's Car Opening Authority™ shows you how to open virtually every vehicle for the past 15 years, including ALL of the current cars, vans, SUV's, and more.

Like HPC's Interactive Car Opening Authority™, COA-22 is broken down into three parts.

1) The Model Index lists more than 650 vehicle models by year for the past 15 years. This spreadsheet formatted index points you to one or more opening techniques for each vehicle, and alerts you to any vehicle-specific information.

2) The 13 Opening Methods Techniques take you step-by-step through all of the different opening methods. Precise illustrations are used to show more detail than standard photographs. At the beginning of each technique is a list of recommended and optional tools as well as any method-specific precautions.

3) The tool index gives a pictorial listing for each of the tools used in the manual for quick reference.

For the beginner, HPC's Car Opening Authority™ will teach you that you don't need a new and different method for every vehicle on the road. You'll find that every vehicle can be opened by one or more of these 13 different methods. Once you learn how to perform each of these opening methods, you will begin to learn how to identify which techniques to apply to which vehicles. Soon you too will be a car opening authority and you will only need this manual as a reference book.

For the experienced car opening professional, who knows the value of space in a work vehicle, HPC's Car Opening Authority™ is the ideal book. Why waste valuable truck space with volume after volume of car opening material. HPC's Car Opening Authority™ gives you opening information for 15 years of cars, vans, SUV's, and more. That's over 650 vehicles all in just one binder.

This manual is concise, compact, fully illustrated, and easily updateable. HPC's Car Opening Authority™ is backed by HPC's technical department, which truly makes this reference manual the *Authority* on car opening.

Novice Pick Set



No. PIP-13

The Novice Pick Set contains 7 picks, 3 tension tools, and 1 broken key extractor. The tools are made of hardened spring steel and come with a top grain leather case with snap.

- Shirt Pocket Size (Closed): 1-3/4" x 5-5/8" (4.5 x 14.5cm)
- Top Grain Leather Case with Snap
- Contains 7 Picks, 3 Tension Tools and 1 Extractor
- Hardened Spring Steel Components

No. PIP-CASE
(case only)

Visit HPC's Web Site at www.hpcworld.com to see all of our many Pick Sets.

Pocket Killer Kit



No. AKK-P17

No. NDPK CASE
(case only)

The Pocket Killer Kit comes complete with a 16-piece assortment of 10 picks, 4 tension tools, and 2 extractors, a top grain leather case, as well as the #CO-58 collapsible car opener. The car opener can be assembled to be a Slim Jim™ or Peg Leg™ style opener.

- Shirt Pocket Size (Closed): . . . . . . 2⅝" x 6⅜" 7 x 16.5cm
- Genuine Leather Case with Full Zipper
- Contains 10 Picks, 4 Tension Tools, 2 Extractors, and a Collapsible Car Opener
- Hardened Spring Steel and Stainless Steel Components

COA-CD Registration

Every year an update for the HPC Interactive Car Opening Authority™ will be published. You must register your COA-CD with HPC so that you will be informed each year when the new update is available.

To register over the internet CLICK HERE.

Note:
You may need to open your browser
and connect to the internet first.

To register by conventional mail or fax CLICK HERE.

Visit our web site at **www.hpcworld.com**
for information about all of HPC's products.

COA-CD Registration

Every year an update for the HPC Interactive Car Opening Authority™ will be published. Please print this page, fill out and submit this registration form so that you will be informed each year when the new update is available.

COA-CD Reg#:____

Name:____

Company:____

Address:____

Address 2:____

City:____

State:____

Zip:____

Country:____

E-Mail:____

Telephone:____

Fax:____

Mail to: HPC, Inc.
c/o Update Dept.
P.O. Box 2093
Schiller Park, IL 60176 U.S.A.

or Fax to: (847) 671-6343

www.hpcworld.com